

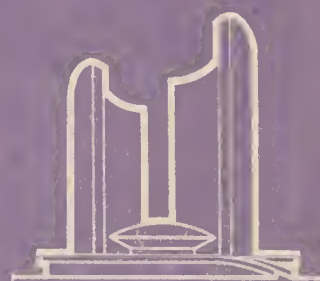
PLAN FOR YORKVILLE

Government
Publication

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DRAFT PROPOSALS • PRESENTED FOR
PUBLIC DISCUSSION BY THE CITY OF
TORONTO PLANNING BOARD • MARCH 1968



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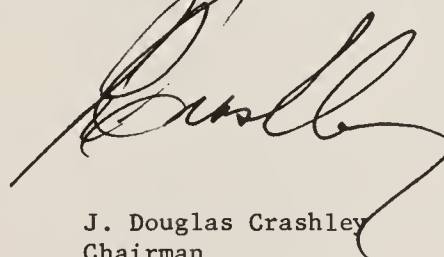
The Yorkville Planning District, which includes the Village, is one of the most talked about areas of our City. We of the Planning Board were stimulated by the character of the area as this preliminary draft plan was prepared. Yorkville is one of the reasons why Toronto is becoming such a cosmopolitan City.

We know that change will come to this unique area as it ultimately comes to other dynamic parts of the City. But this change should be for the benefit of all, not just a few. It should be based on some mutual goals, on some sort of rational long range plan.

Our staff has spent many months gathering information on the district. The results of their investigations appear in this booklet, of which 9,000 copies are being distributed to every household, office and business in the area. One very important ingredient is still missing. We must know how YOU feel about your neighbourhood, your home and possibly your place of business. The best plan for Yorkville will come about only if YOU actively participate in the planning process.

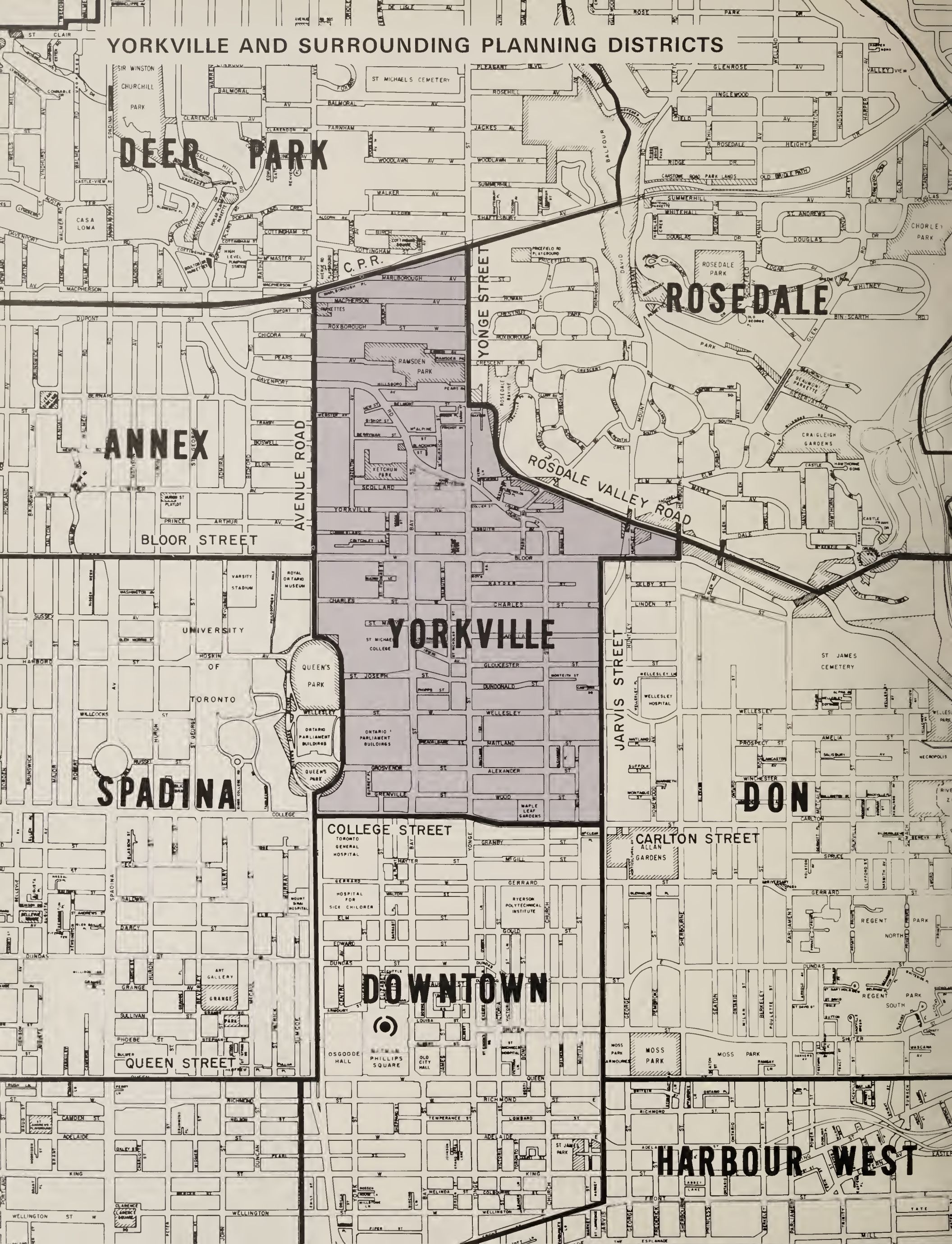
Public meetings will be held shortly. Then, and only then, will we review these proposals and make final recommendations to the City Council.

We sincerely hope that you will accept this invitation to join in the discussions and help us develop a fine plan for Yorkville.



J. Douglas Crashley
Chairman

YORKVILLE AND SURROUNDING PLANNING DISTRICTS



DEER PARK

ROSEDALE

ANNEX

YORKVILLE

SPADINA

DOWNTOWN

DON

HARBOUR WEST



Lothian Mews

Toronto Globe & Mail

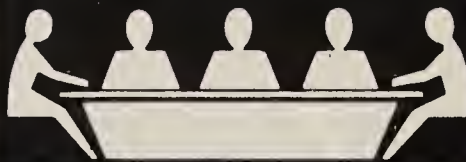
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FROM PLAN TO ACTION



1. Yorkville District analysed by the City of Toronto Planning Board staff. Draft plan prepared for the district.



2. The Planning Board authorizes publication of draft plan for public discussion.



3. The proposed plan and tenants. Public sions held.
WE ARE NOW

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where
YOU
fit in..



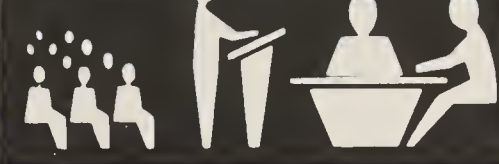
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distributed to owners
meetings and discus-
T THIS POINT



4. A revised, condensed plan incorporating public comments is prepared by Planning Board staff. This goes to City Council when approved by the Board.



5. Committee on Buildings and Development holds public hearings on the revised plan.



6. Plan forwarded to City Council for decision. If adopted, sent to Minister of Municipal Affairs for approval. Zoning By-law changes authorized by Council go to the Ontario Municipal Board for approval.



7. The Minister may, at his discretion, refer the plan to the Ontario Municipal Board for further public hearing, if requested to do so by any person.



8. Approved plan implemented by the City through the Zoning By-law, public works, etc. The co-operation of private developers, businessmen and individual citizens is also sought.

YOUR plan

Implementation

The proposals set out in this booklet are preliminary. If accepted, however, the success of the plan will be judged by the degree to which these proposals can be implemented.

The main architects of change will be private developers, but the City also has a vital role to play. Although its powers are limited, it can stimulate and guide private action along the lines set out in the plan.

The City can:

- Adopt a plan for the Yorkville District and make it an amendment to the existing 1950 Official Plan. This will have considerable effect if the plan is widely regarded and considered worth achieving.
- Pass or amend by-laws to regulate ranges of land use, density and other standards. But by-laws do not guarantee the best arrangements of buildings and spaces, or the appearance of a development.
- Undertake public works such as street improvements and tree planting in accordance with the plan.

The zoning by-laws can also be used indirectly to further influence development. Proposed zoning changes can be delayed until suitable applications are received, giving the City an opportunity to negotiate for possible improvements. Secondly, bonuses in floor space can be offered to developers who provide desirable extra features such as landscaped open space.

A new commercial bonus system is proposed in this plan. It would apply to parts of Bloor, Yonge and Avenue Road, and would



seek wider sidewalks and new pedestrian ways. Another objective would be to provide for suitable access points in comprehensive developments.

But all these tools are limited. They can not guarantee implementation and it is thus with good reason that the word "encouragement" appears frequently in this booklet.

What encouragement can the City give?

It can stimulate private rehabilitation and improvement efforts by providing advice and information, by improving the environmental quality of the area through good housekeeping and, in the older residential areas, by confirming a low density zoning to give residents confidence in the stability of their neighbourhoods.

The City must also work with local residents' and businessmen's associations to encourage the improvement of facades and street furniture. A design consultant might be retained to advise on these matters.

A design review procedure is another technique to encourage co-ordinated action. The City could set up a committee (planners, politicians, architects, and others) to draw up design objectives for specified areas such as Bloor Street, from Avenue Road to Jarvis, and the Village. Development proposals would be referred to the committee which, although not possessing executive power, would seek to exert influence through the calibre and standing of its members.

It would be desirable to review the existing procedure for handling development applications at the same time as the design review committee is set up, with a view to simplifying the whole process.



Zoning System

A Representative List of Permissible Uses

Residential Districts				
	G	R.2	R.4	R.4A
Park — Playground	●	●	●	●
Community Centre	●	●	●	●
Church		●	●	●
Detached Dwelling		●	●	●
Doctor, Dentist's Office		●*	●*	●
Semi-Detached Dwelling		●	●	●
Duplex		●	●	●
Double Duplex		●	●	●
Triplex		●	●	●
Double Triplex		●	●	●
Row House		●	●	●
Apartment House		●	●	●
Converted Dwelling		●	●	●
Boarding House		●	●	●
Parking Station		●	●	●
Nursing Home			●	●
Day Nursery		●	●	●
Children's Home			●	●
Boy's Home			●	●
Public School		●	●	●
Private School		●	●	●
Public Hospital			●	●
Private Club			●	●
Fraternity House			●	●
Public Library			●	●
YMCA, etc			●	●
Institutional Office				●
Business Administrative Office				●
* Only if located in a dwelling house which is used as his place of residence				

Commercial and Industrial Districts				
	C.1A	C.1S	C.1	C.2 C.3
All Residential Buildings			●	
Some Residential Buildings	●	●		
Public Buildings	●	●	●	●
Institutions	●		●	●
Office Building	●	●	●	●
Hospital	●		●	●
Bank	●	●	●	●
Hotel	●*		●	●
Restaurant	●	●	●	●
Theatre, Hall		●	●	●
Commercial Club		●	●	●
Place of Amusement			●	●
Retail Store		●	●	●
Personal Service Shop		●	●	●
Bake-Shop		●	●	●
Repair and Service Shop		●	●	●
Studio, Custom Workshop		●	●	●
Commercial School	●		●	●
Supermarket		●	●	●
Animal Hospital			●	●
Private Parking Garage	●	●		
Public Parking Garage			●	●
Service Station			●	●
Used Car Lot			●	●
Open Air Market				●
Restricted Industry				●
Warehouse				●
General Industry				●
Heavy Machinery Yard				●
* Jarvis Street only				

Note : Only those zoning categories mentioned in this booklet are covered here. For the detailed list of specific uses reference should be made to the City’s Zoning By-law. This is available from the City Clerk.

Zoning Symbols and Permissible Densities

	Residential Districts					Commercial and Industrial Districts									
Density Symbol	Z.1	Z.2	Z.3	Z.4	Z.5	V.1					V.2				
						L.1	L.2	L.3	L.4	L.5	L.6	L.7	L.8	L.9	V.4
Floor Area Ratio	0.35	0.6	1.0	2.0	2.5	1	2	3	4	5	6	7	8	9	12

The Zoning By-law assigns to each lot a floor area ratio which, when multiplied by the area of the lot, gives the maximum gross floor area. Please note that the Office, Commercial and Industrial densities on the proposed zoning map have an “L” symbol. This replaces the “V” symbol on the existing zoning map and gives greater flexibility in allocating densities. The “Z” symbol remains for Residential buildings.

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Commercial Bonus under Certain Conditions

Downtown Residential Bonus

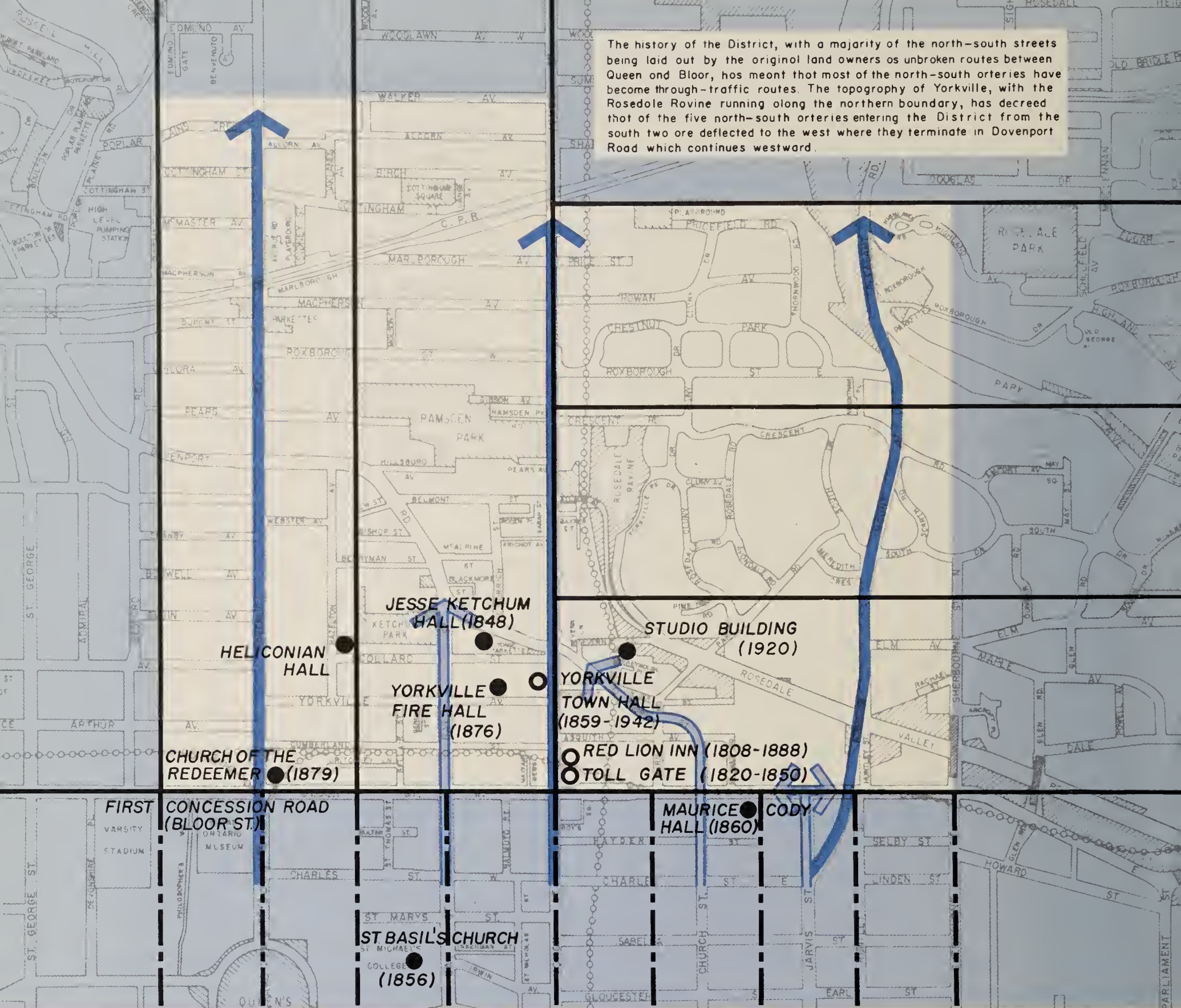
PROPOSED ZONING

Commercial Bonus under Certain Conditions

Downtown Residential Bonus

* Pending Council and O.M.B. Decision on an Apartment Application (See Residential Chapter)

Map showing proposed zoning for various areas in Toronto, including streets like Avenue Road, Queen's Park, and various residential streets. Zoning codes are indicated throughout the map, such as R.2 Z.2, C.1A L.3, R.4 Z.3, R.4A Z.5, C.1 L.3 Z.5, C.1 L.4 Z.5, C.1 L.5 Z.5, C.1 L.6 Z.5, C.1 L.7 Z.5, C.1 L.8 Z.5, C.1 L.9 Z.5, C.1 L.10 Z.5, C.1 L.11 Z.5, C.1 L.12 Z.5, C.1 L.13 Z.5, C.1 L.14 Z.5, C.1 L.15 Z.5, C.1 L.16 Z.5, C.1 L.17 Z.5, C.1 L.18 Z.5, C.1 L.19 Z.5, C.1 L.20 Z.5, C.1 L.21 Z.5, C.1 L.22 Z.5, C.1 L.23 Z.5, C.1 L.24 Z.5, C.1 L.25 Z.5, C.1 L.26 Z.5, C.1 L.27 Z.5, C.1 L.28 Z.5, C.1 L.29 Z.5, C.1 L.30 Z.5, C.1 L.31 Z.5, C.1 L.32 Z.5, C.1 L.33 Z.5, C.1 L.34 Z.5, C.1 L.35 Z.5, C.1 L.36 Z.5, C.1 L.37 Z.5, C.1 L.38 Z.5, C.1 L.39 Z.5, C.1 L.40 Z.5, C.1 L.41 Z.5, C.1 L.42 Z.5, C.1 L.43 Z.5, C.1 L.44 Z.5, C.1 L.45 Z.5, C.1 L.46 Z.5, C.1 L.47 Z.5, C.1 L.48 Z.5, C.1 L.49 Z.5, C.1 L.50 Z.5, C.1 L.51 Z.5, C.1 L.52 Z.5, C.1 L.53 Z.5, C.1 L.54 Z.5, C.1 L.55 Z.5, C.1 L.56 Z.5, C.1 L.57 Z.5, C.1 L.58 Z.5, C.1 L.59 Z.5, C.1 L.60 Z.5, C.1 L.61 Z.5, C.1 L.62 Z.5, C.1 L.63 Z.5, C.1 L.64 Z.5, C.1 L.65 Z.5, C.1 L.66 Z.5, C.1 L.67 Z.5, C.1 L.68 Z.5, C.1 L.69 Z.5, C.1 L.70 Z.5, C.1 L.71 Z.5, C.1 L.72 Z.5, C.1 L.73 Z.5, C.1 L.74 Z.5, C.1 L.75 Z.5, C.1 L.76 Z.5, C.1 L.77 Z.5, C.1 L.78 Z.5, C.1 L.79 Z.5, C.1 L.80 Z.5, C.1 L.81 Z.5, C.1 L.82 Z.5, C.1 L.83 Z.5, C.1 L.84 Z.5, C.1 L.85 Z.5, C.1 L.86 Z.5, C.1 L.87 Z.5, C.1 L.88 Z.5, C.1 L.89 Z.5, C.1 L.90 Z.5, C.1 L.91 Z.5, C.1 L.92 Z.5, C.1 L.93 Z.5, C.1 L.94 Z.5, C.1 L.95 Z.5, C.1 L.96 Z.5, C.1 L.97 Z.5, C.1 L.98 Z.5, C.1 L.99 Z.5, C.1 L.100 Z.5, C.1 L.101 Z.5, C.1 L.102 Z.5, C.1 L.103 Z.5, C.1 L.104 Z.5, C.1 L.105 Z.5, C.1 L.106 Z.5, C.1 L.107 Z.5, C.1 L.108 Z.5, C.1 L.109 Z.5, C.1 L.110 Z.5, C.1 L.111 Z.5, C.1 L.112 Z.5, C.1 L.113 Z.5, C.1 L.114 Z.5, C.1 L.115 Z.5, C.1 L.116 Z.5, C.1 L.117 Z.5, C.1 L.118 Z.5, C.1 L.119 Z.5, C.1 L.120 Z.5, C.1 L.121 Z.5, C.1 L.122 Z.5, C.1 L.123 Z.5, C.1 L.124 Z.5, C.1 L.125 Z.5, C.1 L.126 Z.5, C.1 L.127 Z.5, C.1 L.128 Z.5, C.1 L.129 Z.5, C.1 L.130 Z.5, C.1 L.131 Z.5, C.1 L.132 Z.5, C.1 L.133 Z.5, C.1 L.134 Z.5, C.1 L.135 Z.5, C.1 L.136 Z.5, C.1 L.137 Z.5, C.1 L.138 Z.5, C.1 L.139 Z.5, C.1 L.140 Z.5, C.1 L.141 Z.5, C.1 L.142 Z.5, C.1 L.143 Z.5, C.1 L.144 Z.5, C.1 L.145 Z.5, C.1 L.146 Z.5, C.1 L.147 Z.5, C.1 L.148 Z.5, C.1 L.149 Z.5, C.1 L.150 Z.5, C.1 L.151 Z.5, C.1 L.152 Z.5, C.1 L.153 Z.5, C.1 L.154 Z.5, C.1 L.155 Z.5, C.1 L.156 Z.5, C.1 L.157 Z.5, C.1 L.158 Z.5, C.1 L.159 Z.5, C.1 L.160 Z.5, C.1 L.161 Z.5, C.1 L.162 Z.5, C.1 L.163 Z.5, C.1 L.164 Z.5, C.1 L.165 Z.5, C.1 L.166 Z.5, C.1 L.167 Z.5, C.1 L.168 Z.5, C.1 L.169 Z.5, C.1 L.170 Z.5, C.1 L.171 Z.5, C.1 L.172 Z.5, C.1 L.173 Z.5, C.1 L.174 Z.5, C.1 L.175 Z.5, C.1 L.176 Z.5, C.1 L.177 Z.5, C.1 L.178 Z.5, C.1 L.179 Z.5, C.1 L.180 Z.5, C.1 L.181 Z.5, C.1 L.182 Z.5, C.1 L.183 Z.5, C.1 L.184 Z.5, C.1 L.185 Z.5, C.1 L.186 Z.5, C.1 L.187 Z.5, C.1 L.188 Z.5, C.1 L.189 Z.5, C.1 L.190 Z.5, C.1 L.191 Z.5, C.1 L.192 Z.5, C.1 L.193 Z.5, C.1 L.194 Z.5, C.1 L.195 Z.5, C.1 L.196 Z.5, C.1 L.197 Z.5, C.1 L.198 Z.5, C.1 L.199 Z.5, C.1 L.200 Z.5, C.1 L.201 Z.5, C.1 L.202 Z.5, C.1 L.203 Z.5, C.1 L.204 Z.5, C.1 L.205 Z.5, C.1 L.206 Z.5, C.1 L.207 Z.5, C.1 L.208 Z.5, C.1 L.209 Z.5, C.1 L.210 Z.5, C.1 L.211 Z.5, C.1 L.212 Z.5, C.1 L.213 Z.5, C.1 L.214 Z.5, C.1 L.215 Z.5, C.1 L.216 Z.5, C.1 L.217 Z.5, C.1 L.218 Z.5, C.1 L.219 Z.5, C.1 L.220 Z.5, C.1 L.221 Z.5, C.1 L.222 Z.5, C.1 L.223 Z.5, C.1 L.224 Z.5, C.1 L.225 Z.5, C.1 L.226 Z.5, C.1 L.227 Z.5, C.1 L.228 Z.5, C.1 L.229 Z.5, C.1 L.230 Z.5, C.1 L.231 Z.5, C.1 L.232 Z.5, C.1 L.233 Z.5, C.1 L.234 Z.5, C.1 L.235 Z.5, C.1 L.236 Z.5, C.1 L.237 Z.5, C.1 L.238 Z.5, C.1 L.239 Z.5, C.1 L.240 Z.5, C.1 L.241 Z.5, C.1 L.242 Z.5, C.1 L.243 Z.5, C.1 L.244 Z.5, C.1 L.245 Z.5, C.1 L.246 Z.5, C.1 L.247 Z.5, C.1 L.248 Z.5, C.1 L.249 Z.5, C.1 L.250 Z.5, C.1 L.251 Z.5, C.1 L.252 Z.5, C.1 L.253 Z.5, C.1 L.254 Z.5, C.1 L.255 Z.5, C.1 L.256 Z.5, C.1 L.257 Z.5, C.1 L.258 Z.5, C.1 L.259 Z.5, C.1 L.260 Z.5, C.1 L.261 Z.5, C.1 L.262 Z.5, C.1 L.263 Z.5, C.1 L.264 Z.5, C.1 L.265 Z.5, C.1 L.266 Z.5, C.1 L.267 Z.5, C.1 L.268 Z.5, C.1 L.269 Z.5, C.1 L.270 Z.5, C.1 L.271 Z.5, C.1 L.272 Z.5, C.1 L.273 Z.5, C.1 L.274 Z.5, C.1 L.275 Z.5, C.1 L.276 Z.5, C.1 L.277 Z.5, C.1 L.278 Z.5, C.1 L.279 Z.5, C.1 L.280 Z.5, C.1 L.281 Z.5, C.1 L.282 Z.5, C.1 L.283 Z.5, C.1 L.284 Z.5, C.1 L.285 Z.5, C.1 L.286 Z.5, C.1 L.287 Z.5, C.1 L.288 Z.5, C.1 L.289 Z.5, C.1 L.290 Z.5, C.1 L.291 Z.5, C.1 L.292 Z.5, C.1 L.293 Z.5, C.1 L.294 Z.5, C.1 L.295 Z.5, C.1 L.296 Z.5, C.1 L.297 Z.5, C.1 L.298 Z.5, C.1 L.299 Z.5, C.1 L.300 Z.5, C.1 L.301 Z.5, C.1 L.302 Z.5, C.1 L.303 Z.5, C.1 L.304 Z.5, C.1 L.305 Z.5, C.1 L.306 Z.5, C.1 L.307 Z.5, C.1 L.308 Z.5, C.1 L.309 Z.5, C.1 L.310 Z.5, C.1 L.311 Z.5, C.1 L.312 Z.5, C.1 L.313 Z.5, C.1 L.314 Z.5, C.1 L.315 Z.5, C.1 L.316 Z.5, C.1 L.317 Z.5, C.1 L.318 Z.5, C.1 L.319 Z.5, C.1 L.320 Z.5, C.1 L.321 Z.5, C.1 L.322 Z.5, C.1 L.323 Z.5, C.1 L.324 Z.5, C.1 L.325 Z.5, C.1 L.326 Z.5, C.1 L.327 Z.5, C.1 L.328 Z.5, C.1 L.329 Z.5, C.1 L.330 Z.



HISTORICAL

- Village of Yorkville 1877
- The Park Lots
- The Farm Lots
- Buildings of Historical or Architectural Interest
- Historic Sites
- Major Arteries Proceeding Due North
- Major North - South Arteries Terminating in the District



Church of the Redeemer, Avenue Road and Bloor Street

Yorkville—Present, Past and Future

THE DYNAMIC PRESENT. Most people associate the word "Yorkville" with that small corner of Toronto known as "The Village" which is famous for coffee houses, specialty shops, fine restaurants and, recently, for the hippies. The Village is only a part of the 515-acre Yorkville Planning District covered in this booklet.

The district extends from College and Carlton on the south to the C.P.R. tracks on the north, and from Jarvis on the east to Queen's Park-Avenue Road on the west. (See map on page 2.) It is about the size of Downtown Toronto and had a population of 16,500 in 1966.

Interesting people abound in Yorkville. There are hockey players from Maple Leaf Gardens, announcers and personalities from the C.B.C., Provincial officials from the Ontario Government complex and discriminating shoppers from the region and beyond who flock to Bloor Street, Toronto's Fifth Avenue.

An increasing number of people want to live in the Yorkville District because it offers the excitement of Downtown combined with a quiet residential atmosphere similar to that of the Annex and Rosedale. While being interesting to walk through, it is also served by major roads and public transit. All three subway lines converge on the area.

Towering apartments have sprung up in Yorkville, especially south-east of Yonge and Bloor. On other streets such as Collier and Roxborough, people have remodelled their homes and thereby revitalized their neighbourhoods. These types of homes may never be built again so close to the City centre. They must be protected.



THE SUBURBAN PAST. At one time Yorkville was covered by the ancient Lake Iroquois. The plain on which it is situated slopes gradually down towards Lake Ontario. A dominant feature is the Rosedale

Ravine which crosses Avenue Road, follows Pears Avenue and forms the northern boundary of the district east of Yonge. Because of this ravine, two of the five major north-south arteries, Church and Bay Streets, are deflected westward at Davenport Road. The grid pattern of Yorkville streets dates back to 1793 when the first survey of the region laid out Yonge and Bloor at right angles. South of Bloor private park lots of 100 acres each were created. The subdivision of these lots resulted in the major streets running north-south with east-west access being more haphazard.

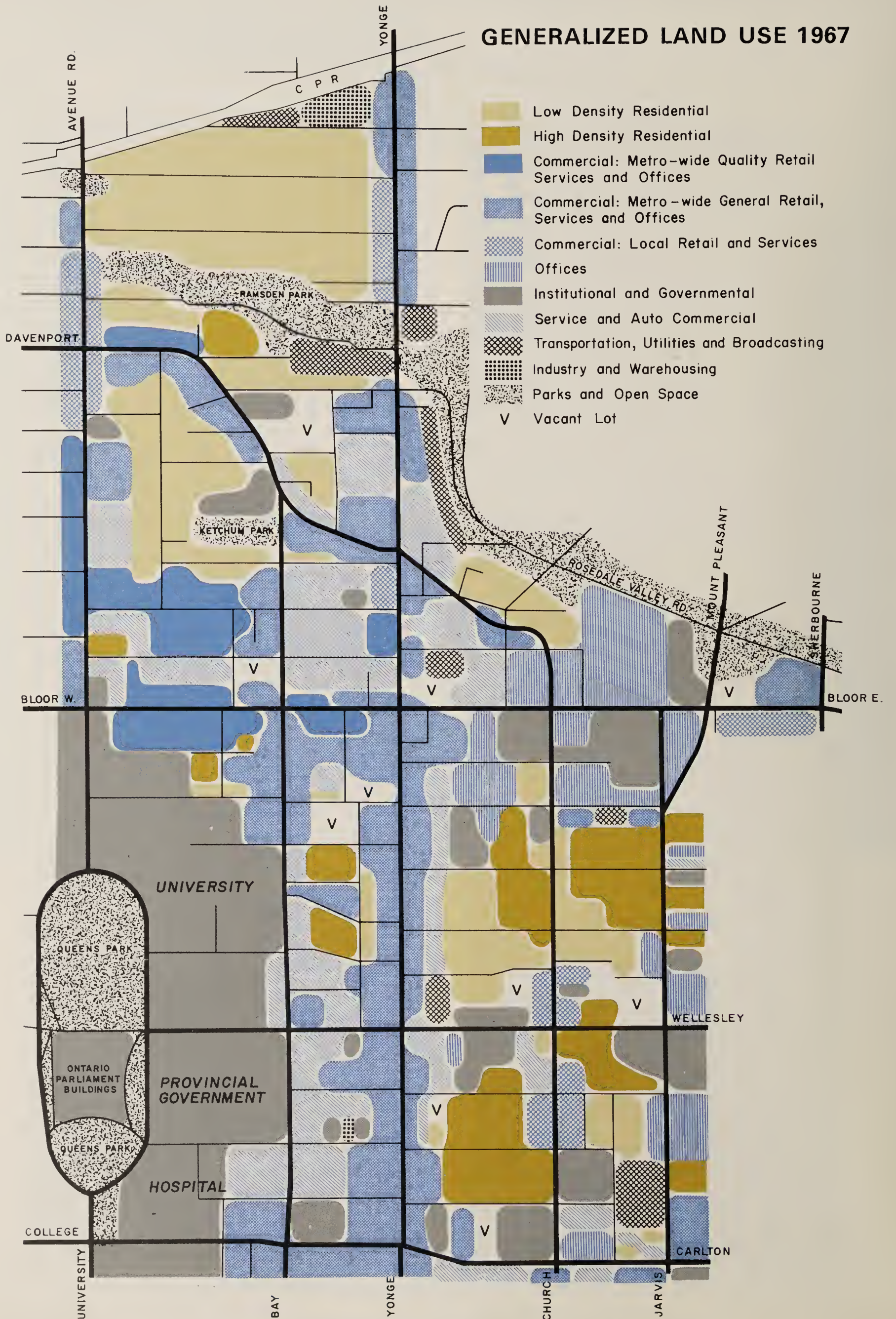
The portion south of Bloor and west of Bay became an institutional centre through donations by park lot owners for the colleges which dominate the area today.

North of Bloor the land was originally portioned off into farms. These were subdivided into a speculative development known as the Village of Yorkville, which existed from 1853-83. By 1929 the general pattern of land uses in Yorkville was approximately that of today. Thus the district has changed from an outlying residential suburb to a centre of business and entertainment in which low density housing is gradually being displaced.

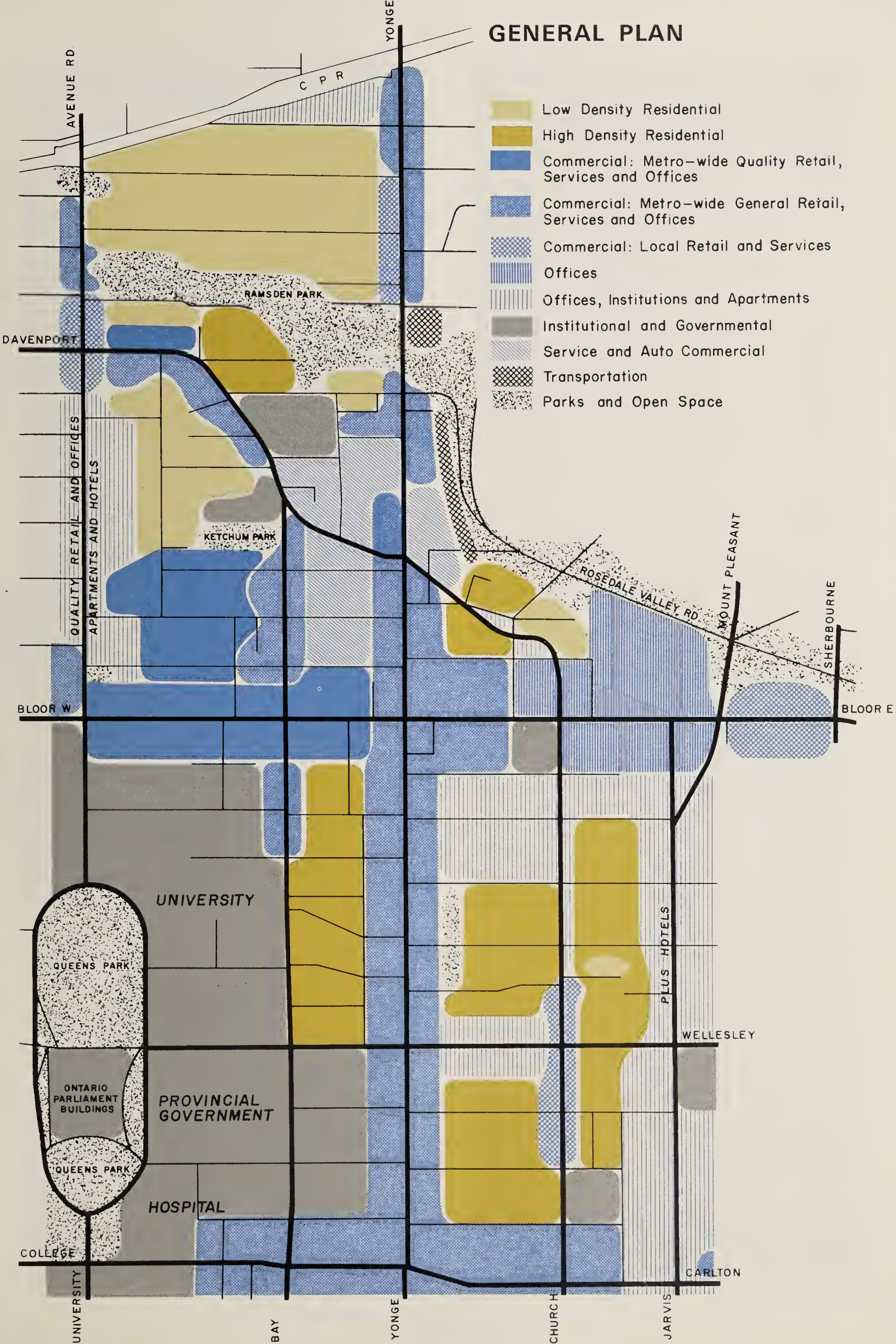
The modern Yorkville Village was created in the early 1960's. Its popularity has ushered in a new phase in the history of the district. Yorkville is unique and attractive partly because of its past. Reminders of this past still exist in a number of older buildings. The best of these should be preserved to retain the distinctive character of the district.

THE CHALLENGING FUTURE. Yorkville's future will be one of change with the new supplementing the old but hopefully not destroying the best of the past. Public renewal will probably not be necessary in view of the great private interest in redevelopment. What the public sector can contribute is a plan to guide the future. Without such a plan, development would be haphazard and Yorkville could lose its identity forever. The following pages of this booklet contain a proposed plan for action during the years 1968-81.

GENERALIZED LAND USE 1967



GENERAL PLAN



I Residential

All kinds of people like to live in Yorkville, especially those who want to reside close to Downtown in an area which has a distinct character of its own. The demand for accommodation is greater than the supply and the price of land is high. Therefore, almost all of the new housing built is expected to be in the form of high density apartments or apartment-commercial complexes.

Row houses and semi-detached houses provide the alternative form of housing in Yorkville. They are a reminder that the district was once an outlying suburb.

Two types of housing activity are underway. Apartments are being constructed and older houses are being rehabilitated. One of Toronto's first examples of complete private rejuvenation of a neighbourhood (Collier Street) occurred within the district. Several other streets have undergone a similar face lifting.

This type of voluntary citizen effort must not be negated by the indiscriminate placement of apartments. The new high density concentrations should be placed around subway stations, in those areas which can take in more people without disturbing the sound neighbourhoods of single family homes.

A. THERE ARE FOUR AREAS PROPOSED FOR HIGH DENSITY APARTMENTS (see the map on page 15):

1. YONGE-JARVIS AREA. Apartments already dominate this section located south of Bloor between Yonge and Jarvis. There were some 4,200 units here in 1966.

Local shopping is centrally located on Church, and subways and buses link the area to the rest of the City. However, residents pay a price for all this convenience. There are no parks here and the only one within easy walking distance, Allan Gardens, is already over-used. New apartment development will bring in more people, making the park deficiency even more acute.

The increase in residential densities may also put a strain on roads and sewers. The exact location and width of road widenings will

depend on the size of future developments and the results of the Central Area Transportation Study.

Storm and sanitary sewers will require separation. The Public Works program calls for this to be started in 1977, but the schedule may have to be revised as new apartments are completed.

PROPOSALS

- To retain the existing maximum residential density of 2.5, but to permit development at a density of up to 4.375 for schemes which meet the criteria of the Downtown bonus system.
- To create small public parks.
- To encourage the inclusion of some recreational facilities in new apartments by negotiation with developers.
- To encourage up to 10% more landscaping than the minimum requirement of 65% of the lot area now proposed for Downtown residential construction.
- To widen streets where apartment development makes it necessary.
- To separate storm and sanitary sewers where necessary.

2. BAY-YONGE AREA. The boundaries of this section are Bloor, Yonge, Wellesley and Bay. Commercial and some automobile uses occupy the main frontages while residential uses dominate the interior. Most of the houses are in fair to poor condition, except for a few on St. Nicholas which have recently been renovated.

Major private redevelopment is expected in the block south-east of the Bay-Bloor intersection. Apartments should be encouraged here to liven up the area after office hours. They would best be located towards the south of the block around Charles, away from the busy traffic.

The remainder of the area, south to Wellesley, is considered suitable for future apartment development. An alternative use between St. Joseph and Wellesley could be an office or apartment-hotel with retail facilities on the ground floor.

The east side of Bay north of Wellesley could be improved by extending the apartment

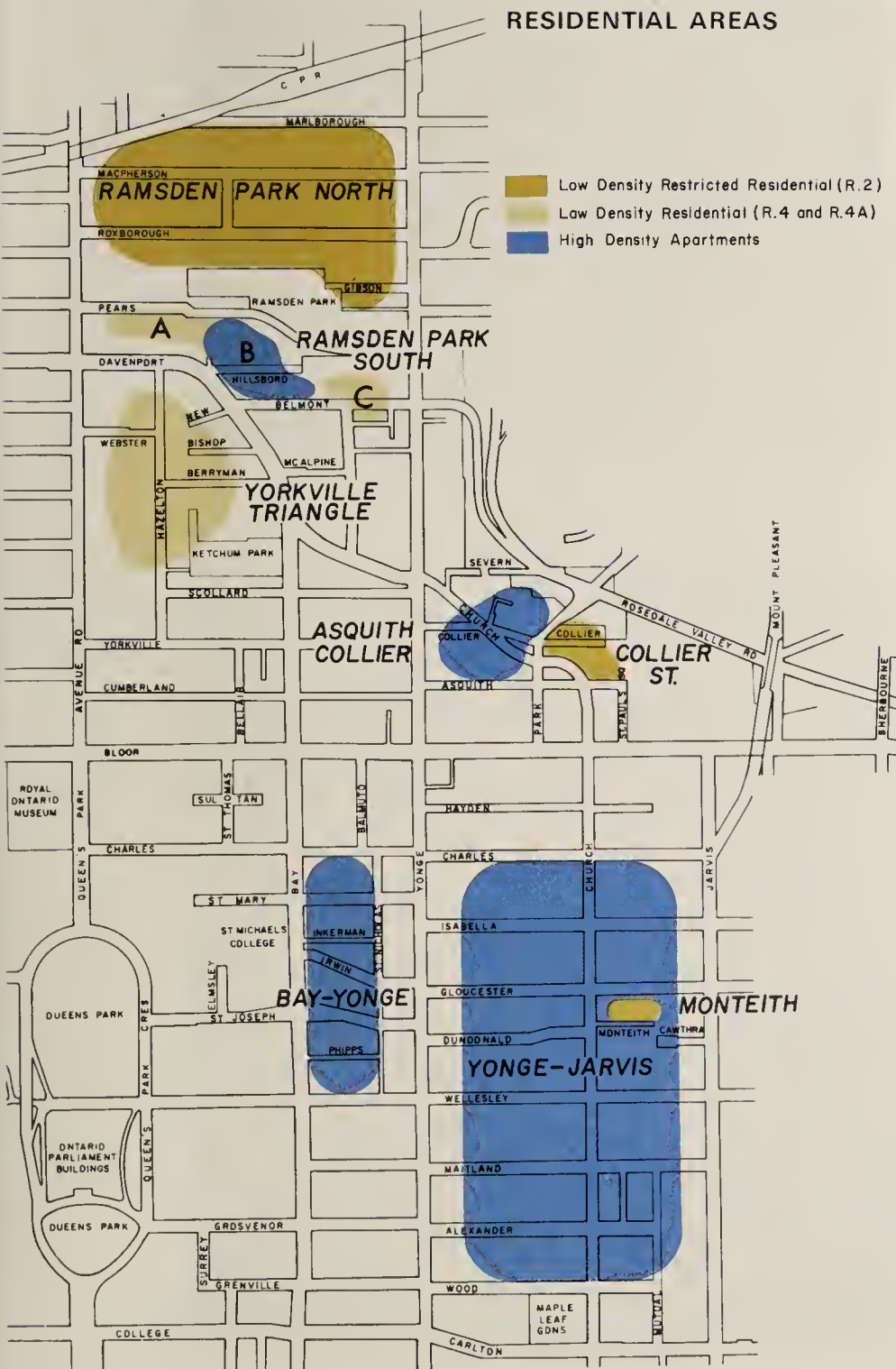
sites right up to the street frontage. The buildings would be well set back to provide landscaped open space along Bay.

PROPOSALS

- To retain the R.4A Z.5 zoning south of St. Mary and extend it westward to Bay and north to Charles, but to permit higher density apartment development on suitable sites according to the Downtown residential bonus system.
- To help counteract the absence of parks by encouraging the provision of recreational facilities within apartment developments.
- To widen St. Joseph and to maintain St. Mary and Irwin as a one-way pair.

RESIDENTIAL AREAS

- Low Density Restricted Residential (R.2)
- Low Density Residential (R.4 and R.4A)
- High Density Apartments



Yorkville Population and Housing

	1961	1966	1981
Total population	17,035	16,542	23,000
Apartment units	3,240 (57%)	5,500 (73%)	10,000 (88%)
Non-apartment units	2,651 (43%)	2,000 (27%)	1,400 (12%)

Projected New Apartment Construction 1967-81

Number of apartment units to be demolished.....	800 units
Non-apartment structures to be demolished.....	600 units
Units to be built in areas zoned for high density residential.....	3,000 units
Units to be built in commercially zoned areas.....	2,300 units
Total new apartments to be constructed.....	5,300 units
Net increase over 1966.....	4,500 units

Sources: Dominion Bureau of Statistics, Census 1961-66 and City of Toronto Planning Board.

3. ASQUITH-COLLIER AREA. This is a kidney-shaped area of mixed uses centred on Church just east of Yonge. North of Church, row houses predominate. Their condition ranges from poor to fair and the majority have been assembled for future apartment development. South of Church most of the land is vacant and is being used temporarily for parking.

The area's proximity to major roads and subway lines makes it appropriate for apartments. South of Church it would be desirable to include, within an apartment development, the type of professional offices permitted by the proposed R.4A zoning. These would be especially well located with respect to the subway stations.

PROPOSALS

- To designate the area for apartment development at a density of 2.5.
- To encourage the siting of the buildings north of Church in such a manner that a view of the ravine parklands is possible from the street.

4. RAMSDEN PARK, SOUTH-CENTRAL PORTION ("B" on the map). A two-tower apartment dominates the northern skyline while low density housing is found on Hillsboro and Belmont. The houses on the north side of this part of Belmont are in poor condition, and there is little chance of their being converted to town houses as has occurred to the east.

PROPOSAL

- To permit apartment development at the same density as the two-tower complex by rezoning the properties between Hillsboro and Belmont from R.4 Z.3 to R.2 Z.5 *when a suitable application is submitted.*

B. THERE ARE ALSO SIX AREAS PROPOSED FOR RETENTION AS LOW DENSITY HOUSING (see the map on page 15):

1. RAMSDEN PARK NORTH. This family neighbourhood is separated from the rest of the district by Ramsden Park. It is a pleasant area, full of trees, and the R.2 zoning prevents certain institutional and public uses from locating here. Many residents have demonstrated confidence in the neighbourhood by rehabilitating their homes.

From an external survey it appears that most of the houses are in good condition, except for a few at the west end of Marlborough. Even these have had improvements made, in spite of their proximity to the railway tracks and a building materials yard. Additional trees could be planted on the north side of the street to protect these rehabilitation efforts.

PROPOSALS

- To encourage continued private rehabilitation of the entire area rather than proceeding with public renewal action.
- To retain the R.2 Z.2 zoning to eliminate pressures for high density apartment development.
- To provide much needed parking by opening a rear lane (under the Local Improvement Act) between Marlborough and Macpherson, giving access to private garages.
- To provide parking on the site of the poorer houses on Marlborough once they have outlived their useful life.
- To change the zoning of the residential properties on Marlborough from C.3 V.1 to R.2 Z.2. This will prevent the intrusion of additional non-residential uses.



2. RAMSDEN PARK, SOUTH-WESTERN PORTION ("A" on the map).

This section includes all the houses on the south side of Pears Avenue east of Avenue Road, most of which are structurally sound and in fair condition. Immediately to the south an attractive row of antique dealers' and interior decorators' shops has sprung up on the north side of Davenport, eliminating the possibility of redevelopment for some time.

The Planning Board has recommended the extension of Ramsden Park by absorbing the Aura Lee playing field and the houses on the north side of Pears. However, this will not be possible if an apartment proposal is approved by Council and the Ontario Municipal Board. The ultimate fate of the houses south of Pears could depend on the final disposition of the Aura Lee site.

PROPOSALS

- To retain the houses on the south side of Pears and encourage the owners to make improvements.
- To keep the existing R.4 Z.3 zoning.

3. RAMSDEN PARK, SOUTH-EASTERN PORTION ("C" on the map).

A feature here is the exclusive town house project on the north side of Belmont near Yonge. The houses have been completely renovated and their appearance should encourage home owners to the west. This fine start at rehabilitation, along with the narrowness of the lots, rules out high density redevelopment. Some conversion to professional offices may be possible if all the houses are not rehabilitated for purely residential use. Across the street, on Belmont, are the Toronto Aged Men's and Women's Homes which also deserve protection.

PROPOSALS

- To retain the low density Z.3 designation.
- To rezone the north side of Belmont from R.4 to R.4A to encourage the location of professional offices.
- To permit the conversion to small offices on the south side of Belmont east of McMurrich by a rezoning to R.4A Z.3.



4. THE YORKVILLE TRIANGLE. This residential triangle is formed by Davenport, Bay, Bloor and Avenue Road. It is one of the rare neighbourhoods in Yorkville which offers accommodation to people with relatively modest means. The streets are tree-lined and pedestrians can reach a park and both a public and a separate school without crossing any busy streets.

Most of the houses appear to be in fairly good condition, considering their age (60-90 years). Many have been painted and/or thoroughly rehabilitated, thereby securing their useful life for at least the next 15-20 years.

Pressures for change have already caused the Planning Board to recommend a continuation of the low density zoning. In 1963 the City Council applied a more restricted version of the C.1S zoning to the extension of Yorkville Village on Scollard and the southern end of Hazelton. This prohibits certain commercial uses such as theatres and parking stations which might have an adverse effect on the residential area.

PROPOSALS

- To continue the policy of maintenance and improvement of this low density housing area.
- To protect the houses on Hazelton from the effects of any increase in traffic by creating a rear service lane behind the properties on the east side of Avenue Road, under the Local Improvement Act. This would be charged against the Avenue Road properties and the parking lots on Hazelton, both of which would have exclusive use of the lane. Access to the existing parking lots on Hazelton would be limited to the lane.

5. THE COLLIER STREET AREA. This area is made up of the houses on Collier east of Park Road and those on the north side of Asquith east of Church. Collier Street is Toronto's showpiece of residential rehabilitation. At one time, most of the dwellings were rooming houses in a deteriorated condition. Since the mid-1950's, an informal pro-

gram of improvement has been carried out by the residents with excellent results. The street itself is a tree-lined cul-de-sac which lies just south of the Rosedale Valley parklands.

To support the trend towards renovation, the City Council in 1963 changed the zoning on Collier to R.2 Z.3. This prevents the location of certain public and institutional uses on the street.

A similar change was recommended for Asquith, but in 1966 Council voted to retain the existing R.4 zoning on that street. They did so because Asquith had fewer rehabilitations and more houses in multiple rather than single family occupancy. The houses on Asquith face a more heavily travelled street and a parking lot from which they lack sufficient protection.

Recently, there have been a number of residential improvements and a trend back towards single family occupancy. To encourage further rehabilitation, the street should be rezoned the same as Collier.

PROPOSALS

- To rezone Asquith to R.2 Z.3.
- To screen off the parking lot on the south side of Asquith.
- To preserve the appearance of Collier by maintaining the brick road paving.
- To provide parking to the rear of the properties by extending the existing lane under the Local Improvement Act.

6. THE MONTEITH AREA. Most of the 18 narrow row houses on this short cul-de-sac have been remodeled and completely redesigned. A lowering of the density would protect the existing dwellings, while a slight change in the zoning classification would allow some professional offices in these structures.

PROPOSAL

- To recognize and encourage the rehabilitation by changing the zoning of the low density area from R.4 Z.5 to R.4A Z.3.



Yorkville Avenue



Avenue Road at Cumberland

II Traffic...

TRAFFIC

ROADS. A very large volume of north-south traffic passes daily through the Yorkville Planning District. The amount of east-west movement is also considerable since Yorkville contains major arteries each way. Bloor, for example, is one of the few streets in the entire City which crosses the Don Valley.

In addition to those just passing through Yorkville, many other motorists have a destination somewhere in the district. In theory, they should be the only ones using the minor streets. But the grid pattern makes it easy for through traffic to select parallel local streets as alternatives when the major routes become congested.

Transportation planning must aim to confine through traffic to the main arteries. It should also set out a circulation system which is adequate to handle the increased demand from new residential and commercial development.

1. WELLESLEY STREET. Traffic here is expected to be increased because of the proposed connection of Harbord to the Spadina Expressway, and the Provincial Government's new office complex. The 1966-75 City Capital Works Program includes the widening of Wellesley from Jarvis to Yonge. The City should take advantage of this opportunity to widen the street for its entire length within the district. However, care must be taken to preserve as many trees as possible.

2. AVENUE ROAD, DAVENPORT AND YORKVILLE VILLAGE. Avenue Road is one of the heaviest travelled north-south streets in the City, but motorists heading south on this artery are not permitted to turn left at either Davenport or Bloor. Many of them therefore turn at Cumberland, which means that a minor street at the south end of Yorkville Village is extensively used by both local and through traffic.

One way of preventing through traffic from using Cumberland would be to permit left turns southbound from Avenue Road to Davenport. This proposal was suggested in

a Joint Report from the Commissioner of Planning and the Commissioner of Public Works (October 2, 1967) to the Committee on Public Works. The report also makes suggestions for the circulation system on Yorkville, Cumberland and the rest of the Village area.

With the pressure on Cumberland relieved, through traffic on the street could be eliminated altogether by providing a landscaped barrier approximately 200 feet east of Avenue Road. This would make it easier for pedestrians to cross Cumberland when going to and from the Bloor shops. Two dead-end streets would be created with servicing access still available from Avenue Road and Bay. Land could be rented from Metro to provide for turning movements on each side of the barrier.

The widening of Yorkville Avenue to a 28-foot, two-way, mainly local street was also proposed to occur at the same time as Cumberland became a cul-de-sac. To widen Yorkville, land would have to be taken from the boulevard on the south side of the street. The small trees would be preserved by transplanting, but the large mature trees would have to be replaced. At the same time as improvements were being made to Cumberland and Yorkville, Bellair would be made one-way southbound between Yorkville and Cumberland. It would also be widened to 24 feet between Cumberland and Bloor, and would remain a two-way street at that point.

The report also called for traffic lights at Yorkville and Avenue Road. It suggested that the closing of Yorkville Avenue between Avenue Road and Bellair for pedestrian use in the evening hours be reviewed, following the changes to the street system.

These proposals in the joint report offer a satisfactory solution to some of the Village's traffic problems, especially in terms of providing access and servicing.

But it should be emphasized that the same proposals may help to weaken the special environment of the Village, particularly on Yorkville Avenue. The Planning Board's policy is to protect the Village as one of Toronto's unique attributes. Therefore, the effect of the proposed southbound left turn

at Davenport and Avenue Road on traffic volumes in the Village should be reviewed before any alterations are made to the Village itself.

The results of more comprehensive traffic research, such as the Central Area Transportation Study and Public Works Department studies, are anticipated shortly. These may justify some re-examination of traffic circulation throughout the whole district. They are an added reason for not attempting to implement all the proposals for the Village simultaneously.

3. DUPONT, AVENUE ROAD AND ROXBOROUGH. Metro has considered connecting Dupont and Roxborough by a jog elimination at Avenue Road. There have

been a number of accidents on this stretch of Avenue Road, but it is not known how many of these are caused by turning movements and how many are caused by cross traffic attempting to go from Dupont to Roxborough.

The jog elimination would require demolition of some houses and would also encourage through traffic on Roxborough. Since the houses on this street are recommended for preservation, alternative solutions should be considered following further studies of the area.

PROPOSALS

- To widen Wellesley from Jarvis to Queen's Park Crescent while ensuring the preservation of the trees along the street.
- To request Metro to introduce an around-the-clock southbound left turn at Avenue Road and Davenport sometime towards mid-1968.
- To eliminate through traffic from Cumberland by providing a landscaped barrier approximately 200 feet east of Avenue Road.*
- To provide for turns on either side of the barrier by renting land on the south side of Cumberland from Metro.*
- To widen Yorkville and make it a two-way street. Trees from the boulevard on the south side of Yorkville will have to be transplanted or replaced.*
- To make Bellair one-way southbound between Yorkville and Cumberland and to widen it as a continued two-way street between Cumberland and Bloor. This would be done after the improvements on Cumberland and Yorkville are carried out.*
- To review the desirability of putting traffic lights at Yorkville and Avenue Road, and the closing of Yorkville between Avenue Road and Bellair for pedestrian use in the evening, after the proposed changes to the street system have been implemented.*

* NOTE: The traffic proposals for the Villages should be reviewed after the effects of the left turn at Davenport are studied. They should also be evaluated in light of the results of more comprehensive traffic research (Central Area Transportation Study and Public Works Department studies) now nearing completion.

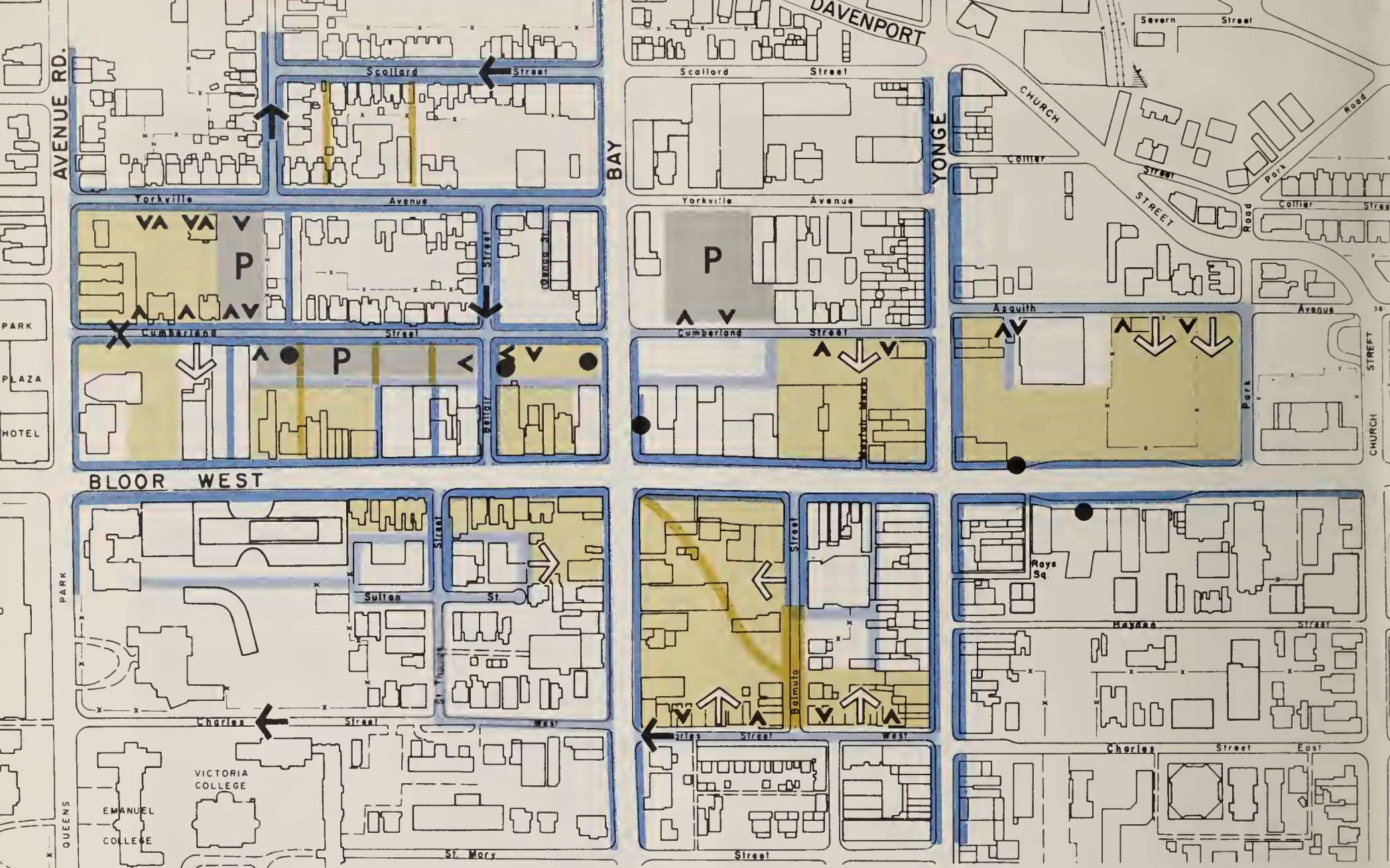
TRAFFIC PROPOSALS

- Street Closing
- Road or Pavement Widening
- X Road Barrier and Cul-de-sac
- New Traffic Light
- Provision for Left Hand Turn
- * Proposals for the Yorkville Village area should be reviewed after the effects of a left turn at Davenport and Avenue Road are evaluated

EXISTING PUBLIC TRANSIT

- Subway Line
- Subway Station
- ↑ Subway Entrance
- Bus Service
- Streetcar Service





PEDESTRIAN AND VEHICULAR CIRCULATION AS PROPOSED OCT. 1967

- | | | | |
|--|-----------------------------------|--|----------------------------------|
| | Existing Pedestrian Routes | | Major Service Access Points |
| | Possible Future Pedestrian Routes | | Automobile Access Points |
| | Subway Station Entrance | | One-way Streets |
| | Local Service Roads and Lanes | | Future Parking Garages |
| | Road Barrier and Cul-de-sac | | Possible Sites for Redevelopment |

Note: Proposals for the Yorkville Village area should be reviewed after the effects of a left turn lane at Davenport-Avenue Road are evaluated.

PEDESTRIAN CIRCULATION. Yorkville has a special meaning to pedestrians. Every day, thousands of people walk from public transit and parking lots to the offices, stores, restaurants and coffee houses in the district. Others just stroll on Bloor or in the Village, solely to enjoy the pleasures of window shopping and discovery which can only be appreciated on foot.

It is fundamental to the social and economic well-being of Yorkville that people should be able to walk freely from place to place without being intimidated by automobiles or having to use roundabout routes.

Already there is pedestrian congestion on parts of Bloor, Wellesley, Yonge, Yorkville, Avenue Road and at some main intersections. Future high density development will intensify the problem.

The following solutions are proposed to help relieve congestion and eliminate inconvenience:

1. MID-BLOCK PEDESTRIAN WALKWAYS. These would be opened up to provide alternate pedestrian routes, especially in blocks where major redevelopment is anticipated. A particularly suitable location is the block at the south-east corner of Bloor and Bay, where a walkway could run diagonally between the Bay-Bloor corner and the Yonge-Charles intersection. Additional walkways should also be provided between Bloor and Yorkville Village since these areas are mutually dependent. The existing walkway through Lothian Mews should be extended to Cumberland. If and when a parking garage is built on Cumber-

land, it would be desirable to have a walkway built through it towards the centre of Cumberland. The route could be lined with Village-type shops.

Another ideal location for a walkway is between Yorkville and Scollard. This could do much to increase the popularity of the latter as a shopping street.

2. UNDERGROUND LINKS. Congestion at main intersections could be reduced further if people could walk under them. Two good locations for underground routes are at the Bay-Bloor and Yonge-Bloor corners, since major projects are anticipated at both of these intersections. Shops and other attractions should be included on these walkways, and they should be linked to all new developments in the immediate vicinity.

3. SIDEWALK WIDENINGS. Even with the new pedestrian ways, congestion on existing streets would still increase, although at a slower rate. Many people walk to and from the shopping, office and entertainment facilities on Bloor every day.

The sidewalks should be widened here by using the bonusing system. A developer could get additional floor space if he provided arcades and setbacks on the street level, particularly at busy corners. Every effort should also be made to widen the existing sidewalks on Avenue Road, Wellesley and Yonge, especially at main intersections.

4. TRAFFIC LIGHTS. Some frequently used "natural" pedestrian routes across busy streets in Yorkville are hazardous because there are no traffic lights. One of these is at St. Thomas and Bloor. But the intersection is so close to the Bay and Avenue Road traffic lights that additional lights would not be feasible. The problem might be partially solved by putting in a central boulevard strip on Bloor, making the street narrower and easier to cross.

A more promising location for a traffic light is at Avenue Road and Yorkville. This is another "natural" route, and it is far enough away from other lights to make an additional crossing possible.

PROPOSALS

- To create pedestrian walkways through major redevelopment projects, particularly at the south-east corner of Bay and Bloor.
- To encourage widening of busy sidewalks through the bonus system.
- To encourage underground walkways at major intersections in conjunction with new developments, especially at the Bloor-Bay and Bloor-Yonge corners.
- To help people to move easily between Yorkville Village and Bloor by providing additional pedestrian links.
- To assist safe pedestrian crossings by installing traffic lights where needed, particularly at Yorkville and Avenue Road, and to help people walk across Bloor by putting in a central boulevard strip.



III Parks

In the 1800's a trip to Yorkville meant an outing in the country, but today many residents have to walk quite a way to enjoy some green space. The district now has some 20 acres of park land (about three times the size of Nathan Phillips Square). This is three acres below City standards. By 1981, with an additional 6,500 people, the deficiency will be close to 12 acres.

In reality, the deficiency is much greater since the parks which Yorkville does have are poorly situated in relation to the population. Almost all of the park land is located *north* of Bloor while about 60% of the people live *south* of Bloor. This means that the people in the south are isolated from the parks in the north by both distance and a major street.

Steps must be taken now to prevent Yorkville from turning into a concrete jungle. Because of high land values and the absence of vacant sites, it will be almost impossible to make up the entire park deficit. Therefore, access to existing parks must be improved and as much park land as possible must be acquired, particularly south of Bloor. The ultimate goal is to provide local residents with a park within ¼ mile walking distance.

NORTH OF BLOOR. While this area has, on the basis of present minimum standards, more park land than it needs (Ramsden Park, Jesse Ketchum Park, the Rosedale Valley Road lands and the parkettes), an examination of the function of the parks shows certain inadequacies.

1. RAMSDEN PARK. In addition to serving Yorkville, this park also draws people from parts of the Annex, Rosedale and Deer Park. Its 10.4 acres of land are inadequate to serve the 34,000 people in the surrounding areas. Future population increases will add to the deficiency. Approaches to the park should be improved and additional land acquired for expansion.

PROPOSAL

Ramsden Park could be expanded by five acres if the following steps were taken:

- Acquire the Aura Lee property (2.66 acres). (Note: City Council had approved an apartment proposal for this site, but the application has now been referred back to the Committee on Buildings and Development.)



Individual chairs and a 20-foot-high waterwall are features of the 4,200 square foot Paley mini-park in New York City. Such parkettes could easily be brightened by the introduction of such park features.



- Acquire properties on the north and possibly the south side of Pears. (Note: The north side of Pears is included in the Aura Lee apartment proposal.)
- Acquire some properties on Hillsboro and Belmont to give an access to the park for the residents of the Toronto Aged Men's and Women's Homes.
- Acquire some properties on Avenue Road and Roxborough. Access from Roxborough would bring most of the northern part of Yorkville within a ¼ mile walking distance of Ramsden Park.
- Acquire the City Works Yard (2.1 acres) when it becomes available.
- Close portions of Pears Avenue when the City Works Yard is incorporated into the park.

2. JESSE KETCHUM PARK. This three acre park is used as a playground during school hours through an agreement between the Parks Department and the Board of Education. Because of this, a section of the Bay frontage is fenced off from the active play area to provide a sitting out park.

The approach routes to the park should be improved so that the surrounding residents can better utilize it when school is not in session. One approach could be from Hazelton where several properties are now being used for cartage and storage operations. These properties are well-maintained but are non-conforming uses. If they come on the market they might be acquired.

An alternate site on Berryman involves the properties west of the public school driveway. Either of these sites could be integrated with Jesse Ketchum Park and would provide better access to it.

PROPOSAL

- To improve access to Jesse Ketchum Park by acquiring certain properties on either Hazelton or Berryman.

3. SOUTH SIDE OF CUMBERLAND.

A park over the subway lands on a site at Avenue Road would do much to enhance the quality shopping environment. People would then be able to see Yorkville Village from Avenue Road. This park could be landscaped to complement the Church of the Redeemer, one of the district's important historical landmarks.

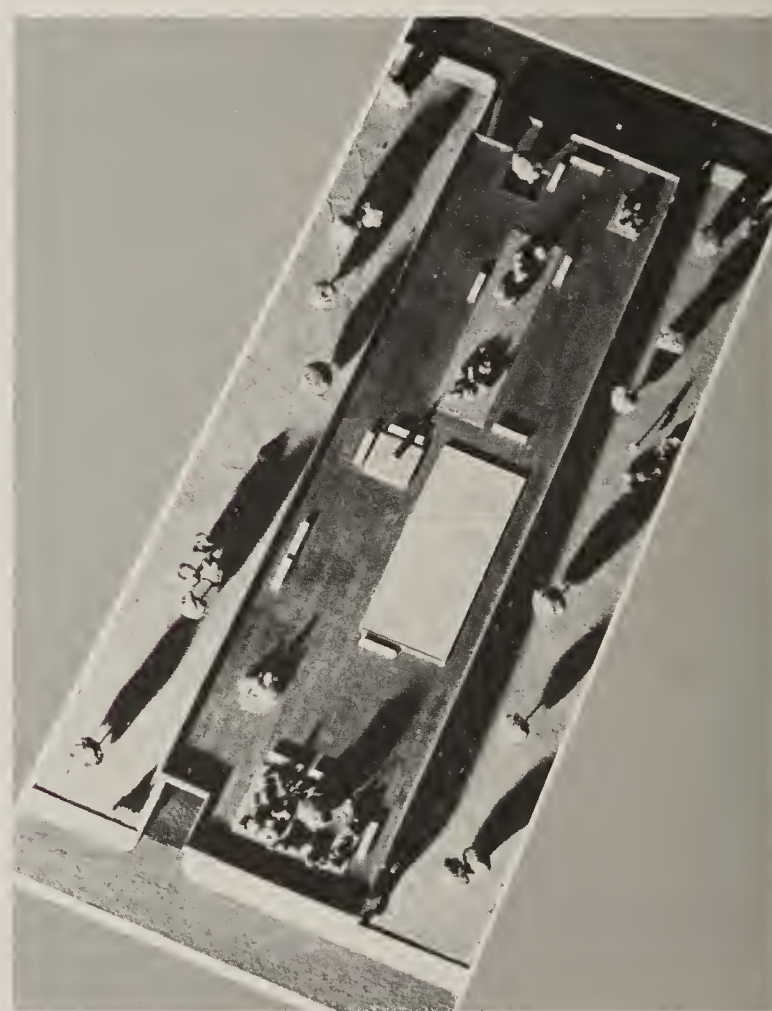
PROPOSAL

- To obtain land for a small park on the south side of Cumberland at Avenue Road.

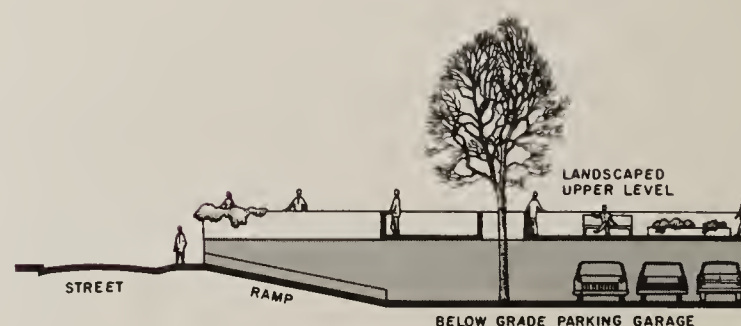
Eugene Cook

However, there are two large parks — Queen’s Park and Allan Gardens — just outside this part of the district, but one has to cross major streets to reach them.

- To impose a park levy on new apartment development in the area south of Bloor. The levy would be used to cover part of the cost of additional park land required by the apartment residents.
- To use Parking Authority lots for dual park-parking purposes. Some of these lots would be partially depressed, decked over and landscaped. This would permit multiple use of expensive Downtown land and would be cheaper than acquiring land solely for parks.
- To encourage landscaped open spaces and recreation facilities in new apartment developments through the bonus system.



SECTION OF PARK ABOVE PARKING GARAGE





Bloor Street

IV Retail Shopping...

• • • • • RETAIL SHOPPING

Yorkville offers a great variety of merchandise. Goods sold here range anywhere from a quart of milk to a unique piece of Eskimo sculpture, and shoppers come from both minutes and miles away.

But the district stands out for its quality shopping. It is important to strengthen this function since it complements, rather than competes with, Downtown.

The location of the quality and the general shopping — both Metro-wide in character — is shown in the retail maps on page 30. Together, these types of shops occupied some 1.4 million square feet in 1966. (About the size of the Yorkdale Shopping Centre.) The estimated development capacity of the district in 1981 will be 1.5 million square feet. About half a million square feet of this is actually expected to be utilized by that date, mostly around Bloor.

A less famous, but most necessary, retail feature of Yorkville is its local convenience shopping (groceries, dry cleaners, barber shops, etc.). Some changes are also expected in this type of shopping as new apartments bring in more population.

The hub of Yorkville's retail wheel is Bloor Street. Other major shopping is located in Yorkville Village and on Yonge.

1. BLOOR STREET. This is one of Toronto's most famous quality retail streets and, if properly planned, it could become one of the finest streets in North America. It already contains some unique developments such as the Colonnade and Lothian Mews.

There is continuous pressure for redevelopment and many large sites have been assembled with an eye to the future. Most of the retail floor space increase on the street will be absorbed in quality shops, which will continue to be Bloor Street's prime attraction.

The basic questions about redevelopment on Bloor are:

- What should go where?
- What should it all look like?

The answer to the first question revolves around the nature of Bloor between Avenue Road and the Yonge subway. This stretch

is pedestrian-shopper oriented. It will stay attractive as long as it remains compact and within walking distance of transportation.

A compact frontage can be maintained by discouraging scattered dead frontages such as offices on the ground floor. These tend to break up the string of shopping attractions since they are often closed during peak hours, particularly on Saturdays.

The question of appearance embraces both the physical form of the buildings and the landscaping of the street itself. At present there are a variety of structures on Bloor.

The street's overall appearance has already been improved with the opening of the subway and the removal of the street car tracks and many of the overhead wires.

In the future it would be desirable to place the remaining wires underground. New buildings should be set back to allow for wider sidewalks. This could be encouraged by density bonuses. At the same time, the addition of appropriate street lights and special paving around pedestrian walkways would help to brighten Bloor. Some of these improvements could be done by the City as public works.

In addition, the City should co-operate with the Yonge-Bay-Bloor Businessmen's Association to encourage facade improvements of the buildings which are to remain. Fountains and sculptures should also be introduced into the landscape. Another problem on Bloor is the conflict between pedestrians and traffic. The street handles a lot of both, and will continue to do so for the foreseeable future.

The main objective is to ensure that pedestrians can shop in relative peace at the same time as cars and trucks are moving through the area. Proposals to achieve this objective are set out in the Traffic Chapter of this booklet.

Beyond these general proposals for Bloor, there is the more specific challenge to guide the form of individual developments for the good of the whole area. Zoning alone can not control all the factors which make new buildings compatible with their neighbours. A design review procedure, similar to the one suggested for Downtown, is recommended for Bloor between Avenue Road



Cumberland Avenue



Davenport Road

EXISTING SHOPPING AREAS

- Metro-wide Quality Shopping
- Metro-wide General Shopping
- Local Shopping
- ↑ Direction of likely Expansion



SHOPPING PROPOSALS

- Metro-wide Quality Shopping
- Metro-wide General Shopping
- Local Shopping



and Park Road. Two major sites which may be privately redeveloped here by 1981 are:

- **The block at the north-east corner of Bloor and Yonge.** It would be desirable for development on this corner to feature a two to three storey retail podium with office buildings over it. Apartments and apartment-hotels should be located on the north-eastern portion of the block, away from the busy streets. The Library Board has already suggested the relocation of the present Central Library within this site.
- **The block at the south-east corner of Bay and Bloor.** This block is largely under one ownership, making comprehensive redevelopment easier. Retail shops would be desirable on Bloor, with multi-storey offices above as well as behind. Apartments and apartment-hotels should go further south in the block. A diagonal pedestrian walkway from Bay-Bloor to Yonge-Charles could lead through landscaped shopping courts.

PROPOSALS

- To maintain the special distinction of Bloor by encouraging high quality shops to locate in a continuous frontage along the street.
- To improve pedestrian circulation by providing underground and surface walkways, including links with Yorkville Village.
- To remove overhead wires on Bloor, to provide harmonious street furniture and to plant suitable trees at appropriate locations.
- To stimulate activity both day and night by allowing for high rise offices over the shops, and hotels and apartment-hotels close behind the frontages.
- To reduce the overall density to 9 with bonus provisions permitting a return of up to 12 if buildings are set back to provide wider sidewalks.

2. YORKVILLE VILLAGE. This is the artistic and Bohemian quarter just north of Bloor where Victorian residences have been privately converted into boutiques and coffee houses, giving the Village its special charm. There are really two Yorkville Villages. During

the day shoppers fill the area, while at night the teenagers and young people come looking for entertainment. Both groups enjoy the narrow, tree-lined streets, sidewalk cafes and the interesting window displays.

The Village should be preserved as a special area of Toronto. There is a tendency for certain activities to try to capitalize on the reputation of an area as famous as the Village. In so doing they often destroy the very prestige they sought. This would seem to be true in Yorkville if the occasional high rise building were permitted in the Village. Its conservation is also a matter of importance to the successful development of major surrounding streets, since shoppers who come to the Village usually visit the Bloor area, and vice versa.

PROPOSALS

- To maintain the existing character of the Village as a regional centre for high quality shops.
- To encourage the infilling of existing gaps on Yorkville and Cumberland with shops built in a contemporary style, but to a scale which is in harmony with existing development.
- To discourage speculation for high density and thereby stabilize the Village by re-confirming a low density zoning.
- To ensure that parking for future perimeter developments places no additional burden on the Village area.
- To discourage through traffic by providing for left turns southbound from Avenue Road to Davenport.
- To encourage shoppers to circulate to and through the Village by providing attractive pedestrian links, especially between Bloor and Cumberland and between Yorkville and Scollard.
- To enhance the appearance of the area by tree planting, screening of parking lots, removal of overhead wires, provision of benches, flower boxes, and sculpture at suitable locations, and by replacement of standard street furniture with specially designed lighting, street and traffic signs, waste containers, and well-designed paving.
- To improve servicing by the provision of

service lanes or by restrictions on service times.

In order to implement the proposals, continued co-operation between the City and the Village of Yorkville Association is essential. A formal liaison committee could be set up and consultants might be hired.

3. YONGE STREET. The appearance of Yonge as it runs through Yorkville is bright and very noticeable. There is an almost continuous facade of small retail shops on the ground floors of the two or three storey Victorian structures.

This strip of Yonge contains a mixture of retail outlets. Everything from health foods to war surplus is sold here.

The lively facades, some of which have already been rebuilt, should be maintained and improved. In any redevelopment on Yonge it is important that the continuous frontage be maintained. High rise buildings should be in the form of towers over a podium or low, flat base. This type of development can be encouraged through bonus provisions.

PROPOSALS

- To maintain Yonge as a continuous shopping frontage.
- To encourage the owners and merchants to undertake rehabilitation measures making full use of the potential of some of the interesting facades.
- In any new development, to encourage the provision of arcades and low podiums with towers set back above them.

SHOPPING ON DAVENPORT. A small enclave of commercial uses has developed on the north side of Davenport east of Avenue Road, where successful renovations have created a pleasant streetscape. The type of art shop (antiques, interior decorators, etc.) found here is usually located on some quiet, sheltered street. But here they are located on a wide and busy traffic thoroughfare and there are no off-street parking facilities. More parking will have to be found since the rehabilitation efforts have been so substantial that the existing uses seem certain to remain for some time.

PROPOSALS

- To protect the improved character of this block by retaining the existing low density zoning and the protective provisions of the Fishleigh By-law.
- To encourage additional off-street parking facilities.

LOCAL (CONVENIENCE) SHOPPING.

There are three main local shopping concentrations in Yorkville. They are on Church, near Wellesley; on Yonge, north of Ramsden Park; and on Avenue Road, north and south of Davenport.

The Church Street grouping is housed mainly in old buildings in fair condition. Apartment development here is expected to increase the demand for local shops.

The residential population served by the Yonge Street strip is expected to increase only slightly in the next 10-15 years.

The Avenue Road centre contains narrow sidewalks which are extremely congested and dangerous. Apartment development will increase the number of shoppers and the overcrowding, even if more shops are provided. At the same time, if Ramsden Park is extended to Avenue Road a segment of the shopping frontage will be removed. In view of these factors, it would be desirable to relocate these local facilities away from busy streets, possibly west of Avenue Road.

PROPOSALS

CHURCH STREET:

- To extend the C.1S L.2 Z.5 zoning south from Wellesley to Alexander in order to meet the expansion needs of local retail facilities.

UPPER YONGE STREET:

- To encourage the merchants and owners to rehabilitate their properties.
- To assist these rehabilitation efforts with City-sponsored actions such as tree planting and the installation of attractive street furniture.

AVENUE ROAD AND DAVENPORT:

- To discourage any increase in local shopping facilities on Avenue Road and Davenport, and to encourage an expanded and relocated centre away from these main arteries.

V Offices

Offices are attracted to Yorkville by the prestige of the Bloor shopping area and the convenience offered by the various transportation routes. In 1966 more than 1,000 offices occupied 5.5 million square feet in the district. (This is over twice the amount of floor space in the taller tower of the Toronto-Dominion Centre.)

In order to forecast future office requirements, certain assumptions had to be made. These are :

- that development associated with the Yonge and Bloor subway will continue at its present pace ;
- that the ratio of office construction in the district, to such construction in the City as a whole, will be maintained or slightly increased.

A projection made on this basis shows that the demand for office space from 1967 to 1981 could be between 5.7 and 7.0 million square feet. This means at least a 100% increase over the present amount.

The table shows the distribution of the total average projected office space expected in each section of the Planning District.

Assignment of Office Floor Space 1967-1981

<i>Location</i>	<i>Number of Square Feet</i>	<i>Percentage of Total</i>
PRIVATE OFFICES :		
One block on either side of Bloor Street	3,525,000	75.0%
Yonge Street frontage	600,000	13.0%
Avenue Road front- age (east side)	200,000	4.0%
College Street front- age (north side)	120,000	2.5%
Remainder of district	255,000	5.5%
	4,700,000	100.0%
GOVERNMENT OFFICES :		
Provincial Government	1,700,000	
TOTAL :	6,400,000	

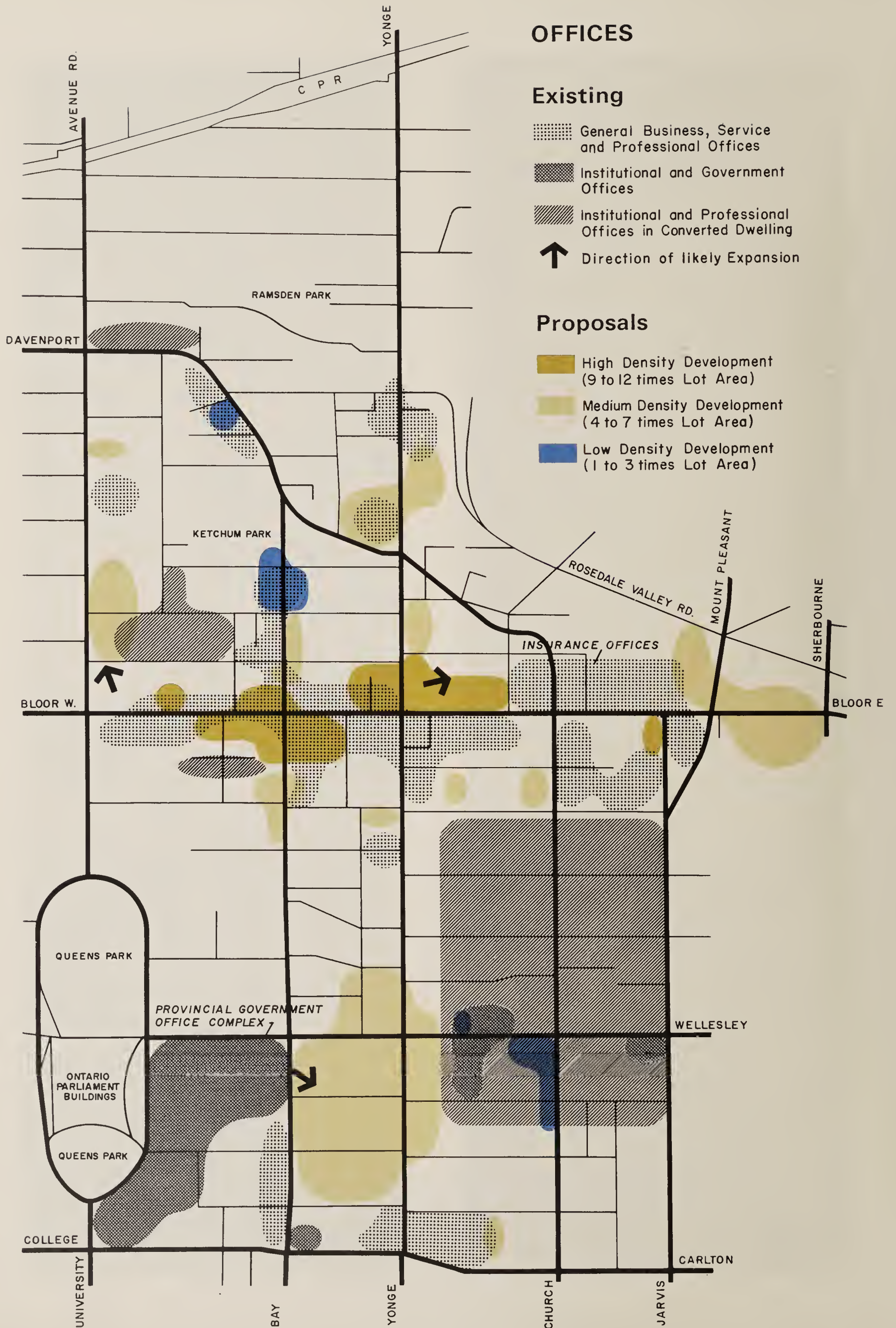
Most of the new space is expected to be provided in moderate to large sized buildings.



ZONING POLICIES. About 48 million square feet of commercial floor space could be accommodated under present zoning. Only about 11.5 million square feet were in existence in 1966. A further 12 million square feet might be built in the proposed commercial areas during the planning period. Thus, there would appear to be a surplus of 24.5 million square feet of floor space presently zoned for commercial use.

Most of the post-World War II buildings have been built well below the permitted densities and it is evident that the present zoning pattern, particularly where 12 times density is permitted, bears little relation to reality. Moreover, if the inflated densities continue in the district, development may be haphazard and many sites will be left out. Densities should, it is felt, be substantially reduced in those portions of Yorkville in which very high density office development is less likely to occur.

A maximum density of 9 times the lot area is proposed, with the possibility of a bonus to return the density to a maximum of 12 in designated areas which have special development potential.



AVENUE ROAD. The east side of Avenue Road between Yorkville and Davenport, unlike the west, has not responded to the rezoning of 1960. Pedestrian traffic appears to have been insufficient to support the restricted range of retail uses proposed.

Bearing in mind the great increase in traffic volume on Avenue Road, offices, apartments and apartment-hotels would be desirable uses, particularly as the lots on the east side are deep. Setbacks, landscaping, etc., should be encouraged by bonusing. Should the opportunity arise, a pedestrian link from Avenue Road to Hazelton could be incorporated in the new development.

These properties should be serviced from a lane behind Avenue Road, with a rear access off Webster and an exit to Avenue Road. Any connection to Yorkville Avenue should be avoided as it would disrupt the existing shopping frontage. The service road would be used only by the Avenue Road properties, who would bear the costs, and the parking lots on Hazelton.

BLOOR STREET. There is considerable office development along Bloor between the Avenue Road and Jarvis Street intersections. However, from Park Road to Avenue Road retail shopping is predominant. The lively character of this strip is dependent on the retail services. Therefore, no more offices should locate on the ground floor of buildings along the north side of Bloor between Avenue Road and Park Road, and the south side of Bloor between Avenue Road and the Bloor-Yonge subway station. This would affect very few offices since most of them have no need for a ground floor location.

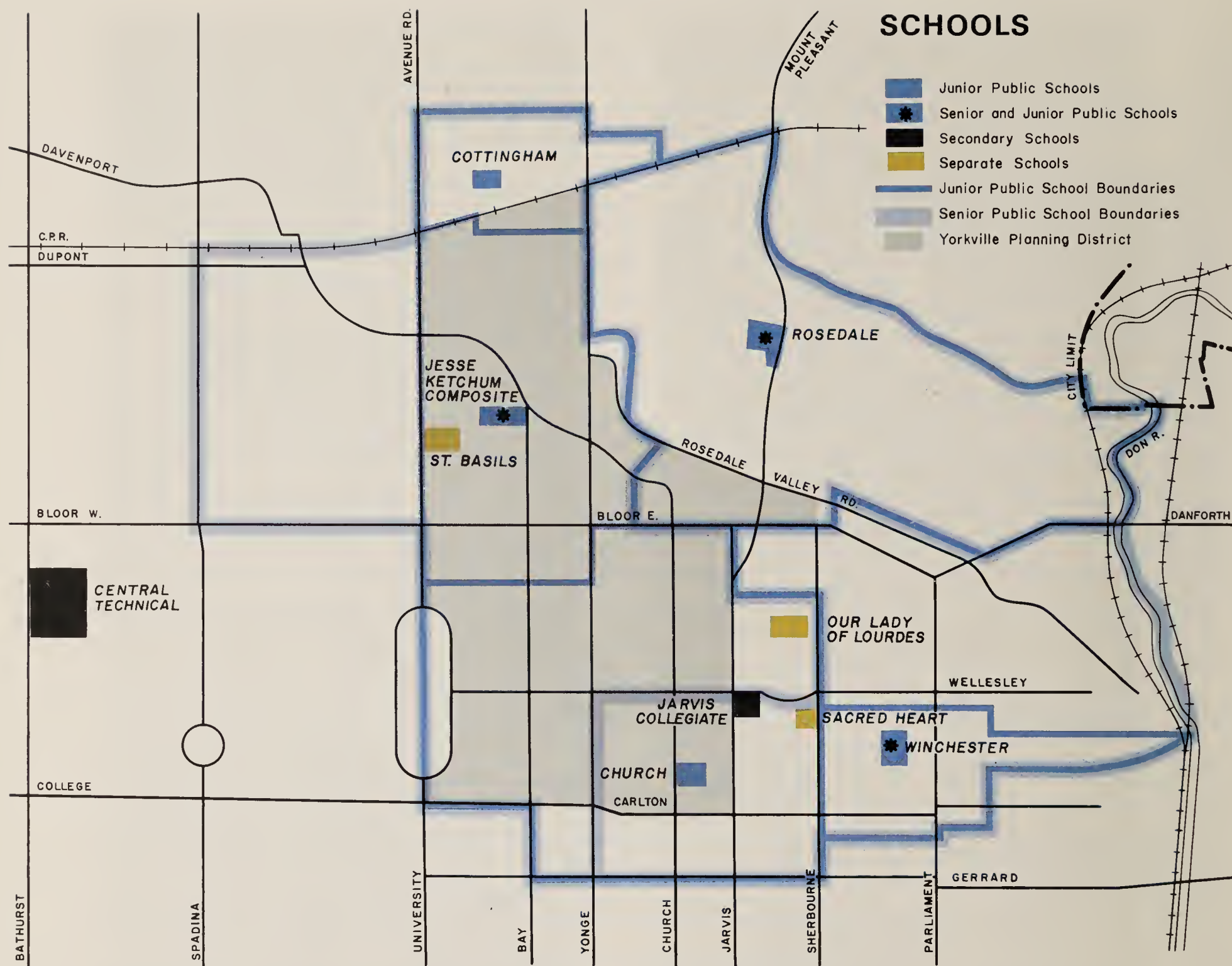
To encourage comprehensive redevelopment and setbacks for arcades and walkways, it is proposed that the density bonus provisions be applied between Avenue Road and Park Road. The properties fronting on Yonge and Bay in the zone boundaries on either side of Bloor should also be made eligible for bonuses.

BAY STREET. The office development here is well below the permitted density. Although the Provincial Government will probably build offices on the east side of Bay south of Wellesley, it is doubtful that they will require the 12 times density that now exists in the area zoning. Appropriate reductions in density are recommended both here and along the remainder of Bay.

YONGE STREET. It is possible that some new office development could occur on Yonge in the blocks on either side of Bloor. Beyond this, the development potential is small, and the present 7 times coverage could be reduced to 5 times the lot area.

PROPOSALS

- To negotiate with property owners on the east side of Avenue Road between Webster and Yorkville to obtain a rear service lane under the Local Improvement Act.
- To encourage offices to locate only on the upper floors along Bloor, between Avenue Road and Park Road on the north side and between Avenue Road and the Bloor-Yonge subway station on the south side.
- To avoid haphazard development on Bay, Yonge, Bloor, College and Carlton by reducing the density.
- To reduce the density on Bloor at certain appropriate locations, from 12 to 9 and on Yonge from 7 to 5, with provisions for bonusing if certain features such as arcades and walkways are provided.



VI Schools

Yorkville is served by three elementary schools within the Planning District as well as five elementary and several secondary schools beyond its boundaries. No overcrowding is anticipated because apartment construction is expected to reduce the number of children in the district.

ELEMENTARY SCHOOLS. The number of elementary school children living in the Yorkville Planning District has been steadily decreasing since 1951 and the decline is expected to continue.

Until recently, Yorkville has had a shortage

of playground space. However, with the decrease in enrollment, the Board of Education's objective of 100 square feet per pupil has been reached in two of the three schools. Church Street Public School (kindergarten-grade 6) has a capacity of 381 pupils. Excess space has resulted from a drop in student enrollment. The Board of Education utilizes this space by offering health and special classes to students from other public schools in the area.

The area served by this school is zoned for high density residential development. Therefore, enrollment is expected to decline to about 200 pupils by 1981. The school has achieved an adequate standard of play-

ground space per pupil.

In 1966 the enrollment of Jesse Ketchum Public School was only 63% of its total capacity of 873 pupils. The number of children in the area served by the school is also likely to go down. This decrease is expected to occur south of Ramsden Park, whereas no decline is anticipated north of the park. The total enrollment will drop to approximately 435 pupils by 1981.

An agreement with the Department of Parks and Recreation allows students to use Jesse Ketchum Park during school hours. The continuing decline in enrollment has brought the ratio of play area up to minimum standards.

Enrollment at St. Basil's Separate School is decreasing and this trend is expected to continue. By 1981 there may only be 50 or 60 students. In this case, regular classes may be discontinued and the school used for special purposes.

Enlargement of the playground area is impractical because of the high cost of surrounding land and the continuing decline in the number of students.

SECONDARY SCHOOLS. There are no secondary schools within Yorkville. Projections indicate there will be approximately 350 students attending secondary schools outside the Planning District by 1981. This is a drop of some 100 pupils from the 1961 total.

PROPOSAL

- Yorkville can accommodate 451 more pupils than are presently enrolled in its elementary schools. The reduction in the school age population will make additional space available. In the future, however, the need for opportunity classes and special education will increase. Most of the surplus space could be used for this purpose.



School enrollment in Yorkville will probably decline as more apartments are built



Provincial Government Complex

VII Institutions

Yorkville has a strong institutional heritage. Today a wide range of organizations call the district home and their influence has spread far beyond its borders.

Some serve only the immediate community, while others, such as the Children's Aid Society and the Central Y.M.C.A., play an important role in the life of the City. On an international scale, the reputation of the University of Toronto and the medical complex is well established.

MAJOR INSTITUTIONS. Institutions play a dominant role in the area south of Bloor and west of Bay. Three major complexes are located here: the University, the Provincial Government, and the hospital and medical developments.

All of these institutions are presently involved in expansion programmes which will continue throughout the planning period. As a result, they will require most of the land bounded by Bloor, Bay, Wellesley, Yonge, College and Queen's Park.

In order to ensure co-ordination, this area should be considered as part of a single

institutional-government unit. An overall design concept should be evolved to ensure that each new development becomes part of a harmoniously related whole.

The creation of a design committee representing the three institutions and the City is an essential initial step in the co-ordination of future development. The City could also contribute by providing well-designed public ways linking the separate developments.

OTHER INSTITUTIONS. A number of smaller institutions are scattered throughout Yorkville. These include elementary schools, churches, smaller specialized hospitals, two old people's homes, the CBC, a library and the National Ballet School. In addition, a number of offices of health and welfare organizations are concentrated in the south-east quadrant of the district.

The needs of these small institutions vary. Some have just completed expansion programmes and therefore have sufficient space. Some are now in the process of extending their facilities, while others are contemplating expansion during the period from 1968-81.

Major changes in the district's library services are planned. Although initially designed as a local branch, the present Yorkville Library is serving people from all over the Metropolitan area. The Toronto Public Library Board has proposed that this branch be replaced by a Metropolitan Central Library within a private development at the north-east corner of Bloor and Yonge.

This site was selected for several reasons. Certain properties in the block are Metro owned, and in 1968 the Central Library collections will come under the jurisdiction of Metropolitan Toronto. The location is easily accessible to all parts of Metropolitan Toronto and there is ample room for growth over the next fifty years.

PROPOSALS

- To assist the expansion of major institutions by rezoning certain areas between Bloor, Yonge, College and Queen's Park to C.1A L.4 Z.5.
- To establish a design committee with representatives from the three major institutions and the City to guide future institutional development.
- To encourage the relocation of the Metropolitan Central Library to Yonge and Bloor.
- To encourage the expansion of the National Ballet School and the Central Y.M.C.A., within the district.



VIII Warehousing and Industry

Industry and warehousing play only a minor role in Yorkville. They have never dominated the district and lately have been on the decline. The amount of floor space devoted to these uses is expected to drop further in the coming years. The rezoning proposals in this section represent a logical response to these trends.

WAREHOUSING. There are four basic warehousing areas in Yorkville:

One substantial mainly warehousing use, a building materials storage and concrete mixing yard on the north side of Marlborough, is expected to remain for some time. Across from the yard are some houses which have been improved through private rehabilitation. Some trees have already been planted on the north side of Marlborough. Additional tree planting would help to protect the houses from the dust and noise of the yard.

A change in zoning of the yard itself, from industrial to commercial, would help safeguard the residential area from the possible intrusion of more harmful industries.

Just west of Yonge, south of Belmont, there is an area in which warehousing uses are permitted by the Zoning By-law. A zoning change here from industrial to commercial would help to ensure that permitted uses would be compatible with neighbouring residences, such as the Toronto Aged Men's and Women's Homes.

A cartage and storage company is located south of Davenport within the low-density residential "Yorkville Triangle". Although this property is a non-conforming use, it is well maintained. If it becomes available it should be acquired as an addition to Jesse Ketchum Park.

Another cartage and storage company is located south of St. Joseph, just west of Yonge. It is possible that commercial redevelopment will take place here. The entire block, from Wellesley to St. Joseph, is proposed for a change of zoning from industrial to residential although commercial zoning could be considered for a suitable scheme.

PROPOSALS

- To rezone the north side of Marlborough Street from C.3 V.1 to C.1A L.3 for the protection of the homes across the street.
- To rezone the south side of Marlborough from C.3 V.1 to R.2 Z.2 to provide stability and encourage further rehabilitation.
- To rezone the portion of the existing C.2 V.1 area between Scollard and McAlpine-Frichot Streets to C.1 L.3 Z.5 to discourage unsuitable uses.
- To rezone a portion of the existing industrial zone from Wellesley to St. Joseph from C.2 V.3 to R.4A-Z.5. A comprehensive commercial scheme could be permitted a C.1 L.5 Z.5 zoning. These changes would help to encourage uses compatible with the residential areas to the north.





Building materials yard on Marlborough

INDUSTRY. Industrial uses are found in two locations in the Planning District:

A light manufacturing industrial concentration is located south of Wellesley and west of Yonge. The Provincial Government has purchased many of the surrounding properties for expansion purposes, thus making it unlikely that the industries will grow.

A change of zoning in the area south of Wellesley from industrial to institutional would be more in keeping with the future use of the area. The industries presently there should be encouraged to relocate in other industrial areas of the City.

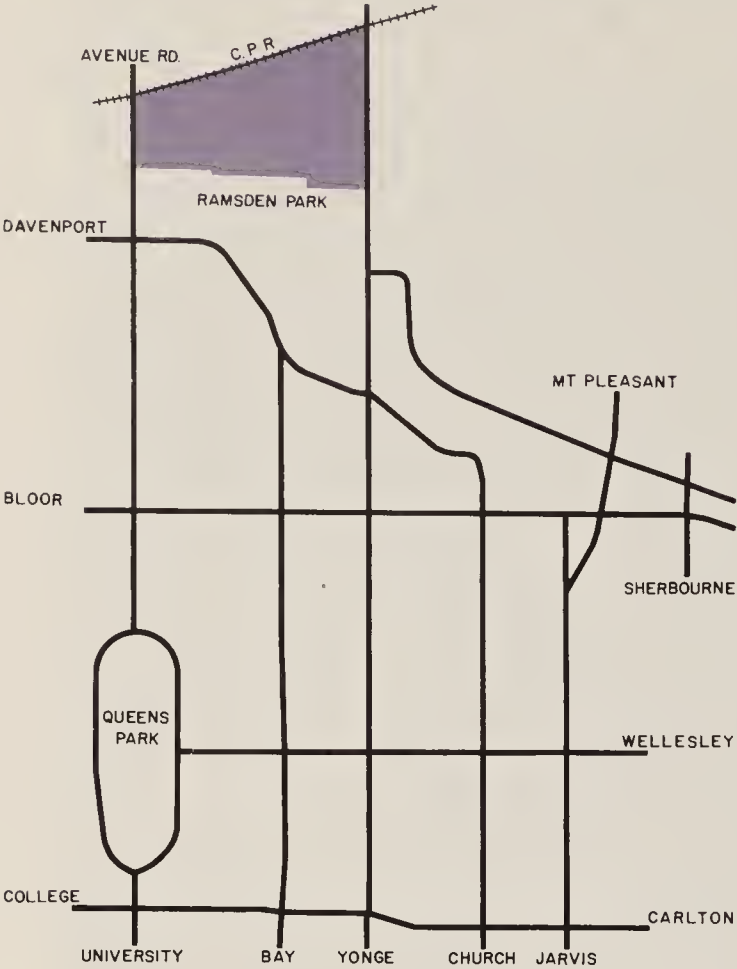
North of Bloor and west of Yonge there is a dye works and cleaners. Neighbouring uses include a municipal parking lot, an automobile service garage and a fire hall. This concentration of services should be maintained. A change from an industrial to a commercial classification would help to keep out incompatible uses.

The frontage on the east side of Bay north of Bloor is presently zoned industrial. It should be rezoned commercial so that the future uses will be compatible with those in the proposed commercial zones on the west side of Bay.

PROPOSALS

- To rezone the industrial zone south of Wellesley from C.2 V.3 to C.1A L.4 Z.5. This will help to encourage institutional uses in the area.
- The C.2 V.1 zoning in the interior of the blocks between Bay and Yonge from Cumberland to Scollard should be changed to C.1 L.3 Z.5 so that uses incompatible with the surrounding commercial sections will not be permitted.
- To rezone the frontage on the east side of Bay north of Bloor from C.2 V.3 to C.1 L.5 Z.5 and further north to C.1 L.3 Z.5.

The Plan – Area by Area



For convenience, the Yorkville Planning District has been broken down into eight sub-areas. The maps show individual buildings and the proposed zoning for each sub-area. Along with each map is a short summary of relevant proposals from this report.

SUB-AREA No. 1 (bounded by C.P.R. tracks, Yonge, Ramsden Park and Avenue Road). This area of homes is in sound condition and convenient to parks, schools, and shops. Its stability suggests that it should remain residential at low density for the duration of the planning period (1968–81).

The north side of Marlborough is proposed to be rezoned commercial from the present industrial classification. This will help protect the residents across the street from a development more disruptive than the present building materials yard. A vigorous programme of tree planting on the north side of Marlborough is also recommended.

Traffic will have to be controlled if the area is to remain attractive to families. The proposed southbound left turn from Avenue Road to Davenport would help remove some of the through traffic from Roxborough and Macpherson.

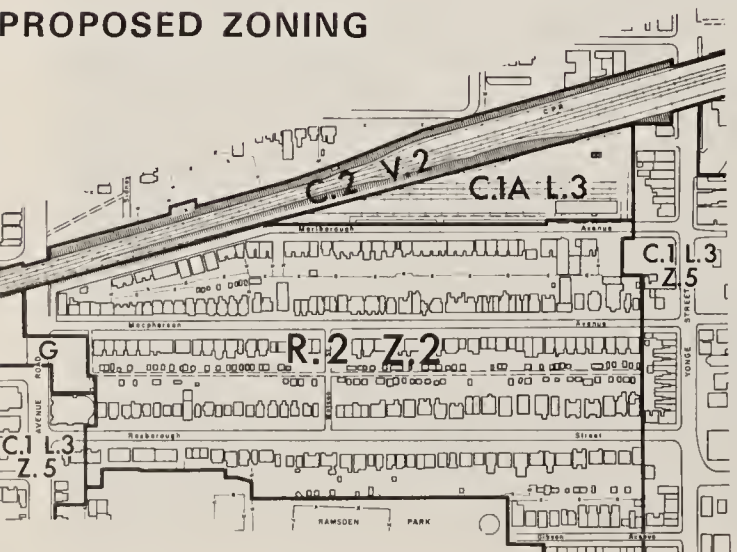
Ramsden Park should be enlarged and made accessible to more people. An entrance to the park from Roxborough is recommended.

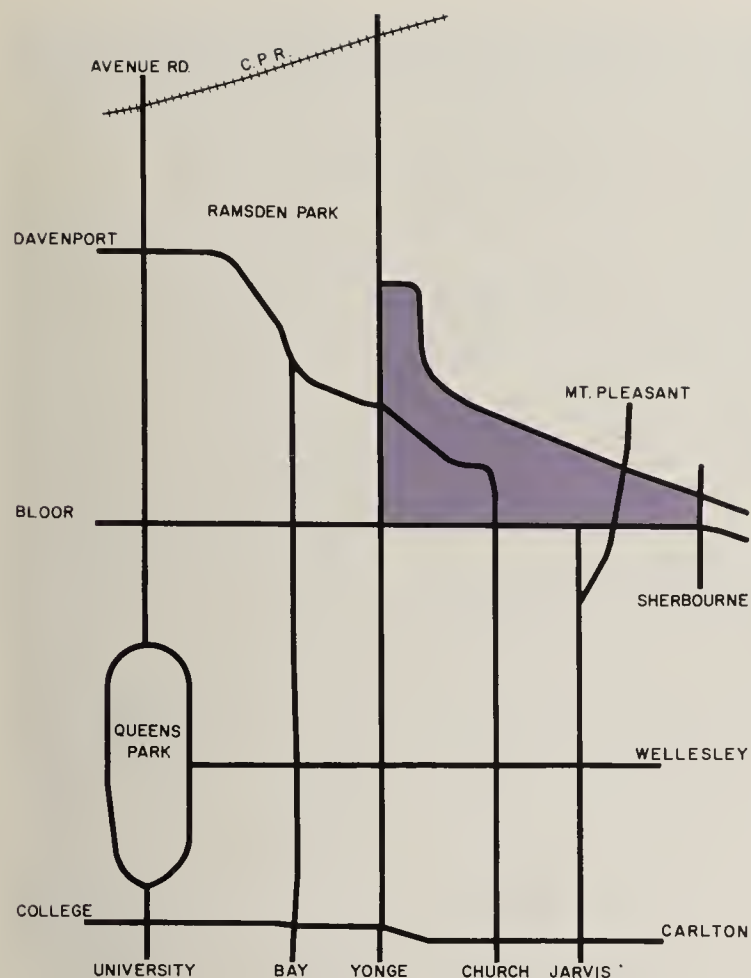
The City should encourage an upgrading of local shopping facilities on Yonge by providing trees, flower boxes and waste containers.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
South side of Marlborough	C.3 V.1	R.2' Z.2
North side of Marlborough	C.3 V.1	C.1A L.3
Dupont parkettes	C.1 V.1	G

PROPOSED ZONING





SUB-AREA No. 2 (bounded by Rosedale Valley Road, Sherbourne, Bloor Street East and Yonge). The renovated homes on Collier provide excellent family accommodation and no redevelopment is expected in the near future. One block south, on Asquith, there is the potential for a similar revitalization. This could be stimulated by protective zoning.

Further west is an area of mixed uses straddling Church near Collier. North of Church apartments are anticipated. South of Church apartments containing some professional offices are desirable, together with apartment-hotels near Yonge.

One of the most important single blocks in Yorkville is at the north-east corner of Bloor and Yonge. A retail building with offices above could be encouraged here. This is also a good location for a new central library.

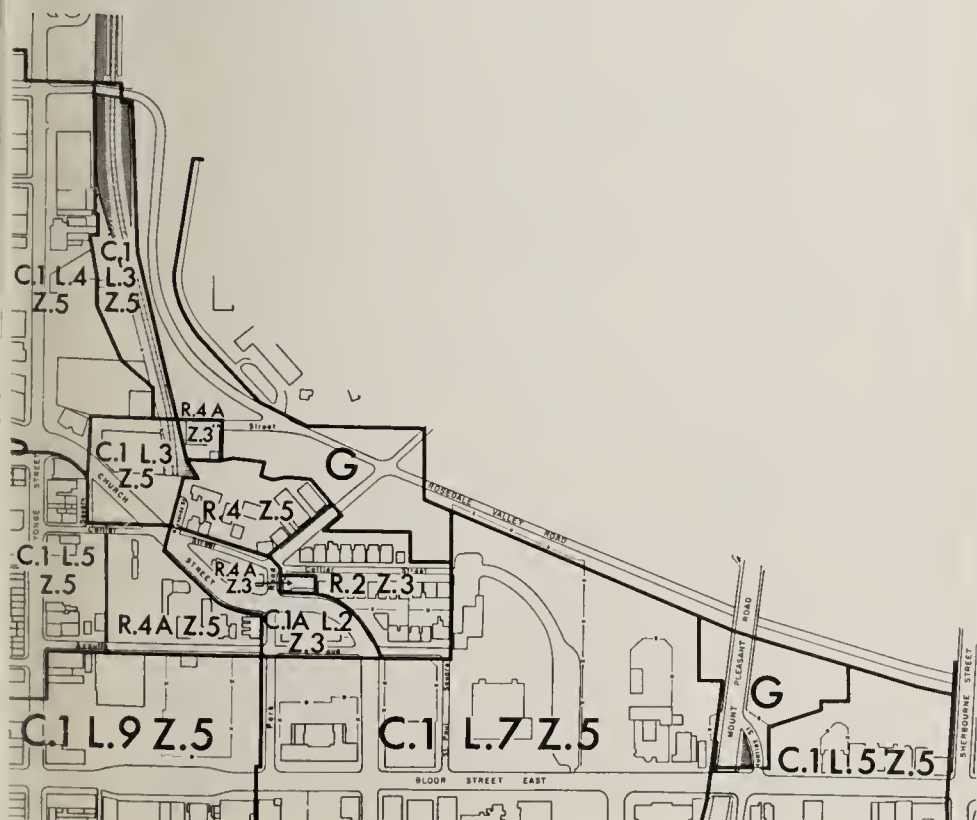
Large office buildings will continue to dominate Bloor between Park Road and Mount Pleasant. A local retail centre, which also serves parts of Rosedale and the Don, is located on Bloor between Mount Pleasant and Sherbourne. Apartment development may justify some commercial expansion at this location.

On the east side of Yonge, development over the subway should be encouraged north of Church. An increase in density should be considered favorably if the Yonge frontage is included in the scheme.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
North side of Asquith, east of Church	R.4 Z.3	R.2 Z.3
Area north of Church	R.4A Z.3	R.4 Z.5
Area south of Collier and Church	C.1 V.1	R.4A Z.5
Two small blocks at Church and Park	C.1 V.1	C.1A L.2 Z.5
Bloor Street	C.1 V.4 C.1 V.3	{ C.1 L.9 Z.5 plus bonus C.1 L.7 Z.5 C.1 L.5 Z.5
C.1 V.2 area on Yonge	C.1 V.2	{ C.1 L.5 Z.5 plus bonus C.1 L.4 Z.5
Subway tracks	C.1 V.1	C.1 L.3 Z.5 plus bonus

PROPOSED ZONING





SUB-AREA No. 3 (bounded by Ramsden Park, Yonge, Davenport, Avenue Road). High density apartments could replace some homes in poor condition at the western end of Belmont, south of Hillsboro. The renovated homes east of Belmont near Yonge are expected to remain.

The Toronto Aged Men's and Women's Homes are undertaking an expansion program. It would be desirable to provide them with a connection to Ramsden park from Belmont Street and to extend the park by absorbing all or part of Aura Lee and Works Yard sites. With some improvements, the row of houses on the south side of Pears could be maintained for the planning period (1968-81). It is therefore recommended that the existing R.4 Z.3 zoning be retained.

The north side of Davenport; from Avenue Road to Northview Terrace, has become a charming low density commercial area. The existing zoning of R.4 Z.3, together with the restrictive Fishleigh By-law, should be maintained.

The area just north of Davenport and east of McMurrich is likely to be redeveloped with mixed commercial and residential uses. Access to any new development in this area should be from McMurrich. In order to prevent the future intrusion of certain manufacturing uses, the existing industrial zoning north of Davenport should be changed to commercial.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
Aura Lee property (Pending Council and O.M.B. decision)	R.4 Z.3	G
City Works Yard	R.4 Z.3	G
Properties between Hillsboro and Belmont	R.4 Z.3	R.2 Z.5
North side of Belmont — eastern half	R.4 Z.3	R.4A Z.3
South side of Belmont east of McMurrich	C.2 V.1	R.4A Z.3
Old People's Home	C.2 V.1	R.4 Z.5
Remaining area north of Davenport	C.2 V.1	C.1 L.3 Z.5
Yonge frontage	C.1 V.2 } C.2 V.1 }	C.1 L.4 Z.5

PROPOSED ZONING





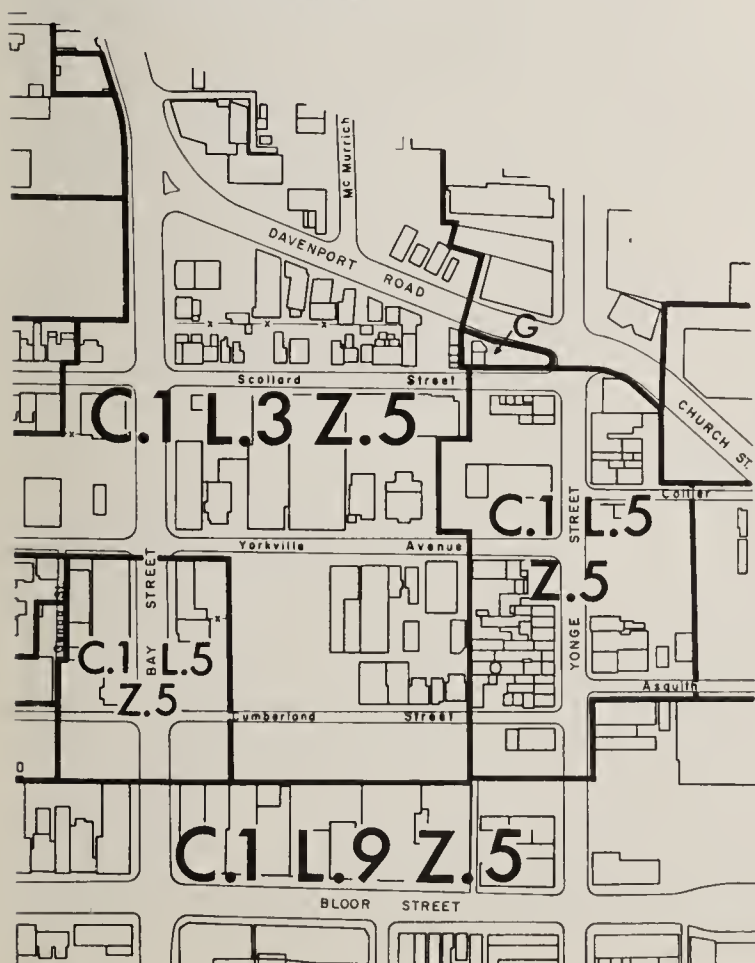
SUB-AREA No. 4 (bounded by Davenport, Yonge, Bloor and Bay). The homes in this area will probably be gradually replaced by commercial uses. The industrial zone between Davenport and Cumberland should be changed to commercial. Existing commercial services could continue to operate, but the intrusion of industrial uses would be prevented.

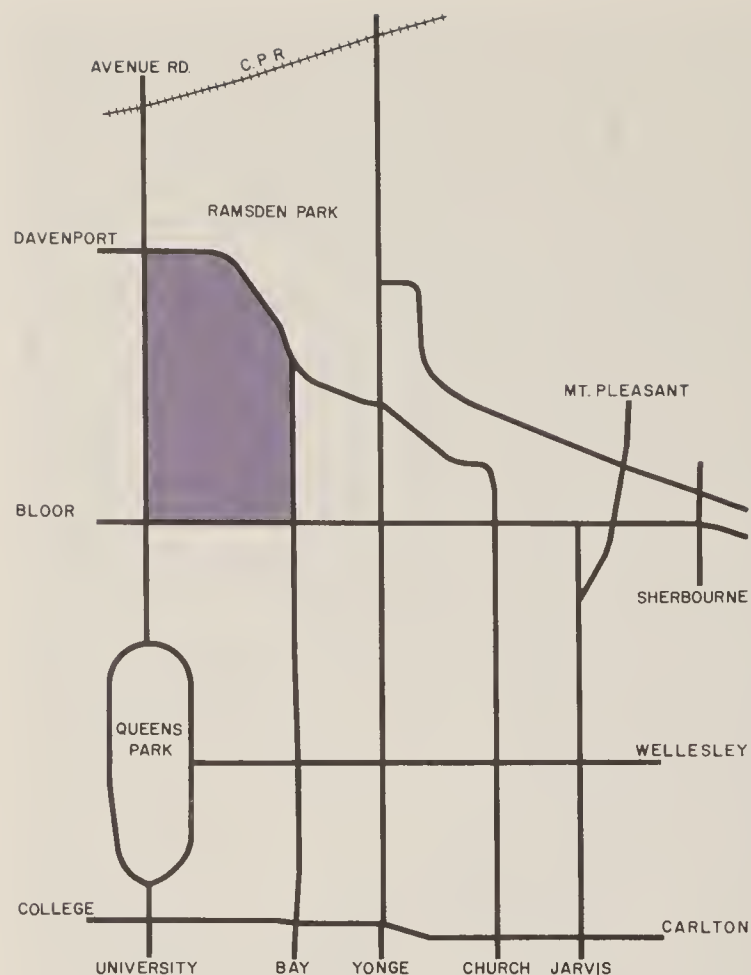
The frontage on the east side of Bay between Davenport and the lane south of Cumberland is presently zoned industrial. If zoned commercial as proposed, the uses contemplated would be more compatible with development on the west side of Bay.

Zoning Changes

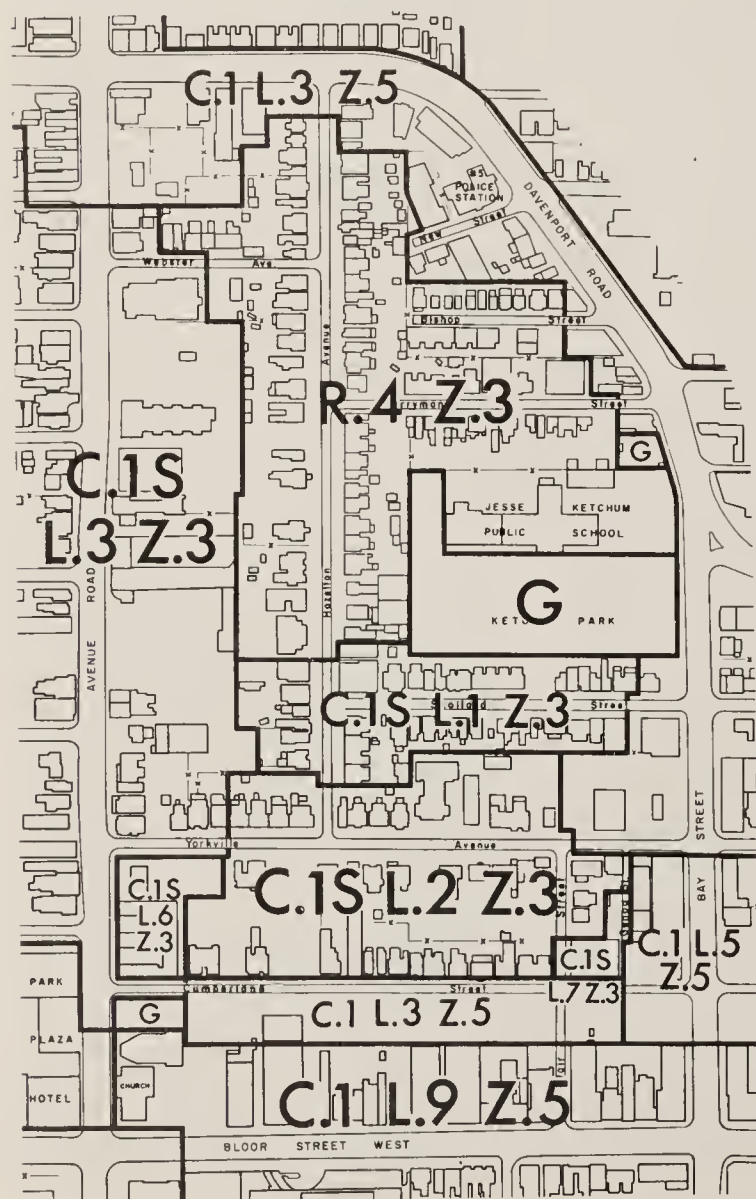
<i>Location</i>	<i>From</i>	<i>To</i>
Between Davenport and the lane south of Cumberland	C.2 V.1	C.1 L.3 Z.5
Bloor frontage	C.1 V.4	C.1 L.9 Z.5 plus bonus
Bay frontage north of Yorkville	C.2 V.3	C.1 L.3 Z.5
Bay frontage south of Yorkville	C.2 V.3	C.1 L.5 Z.5

PROPOSED ZONING





PROPOSED ZONING



SUB-AREA No. 5 (bounded by Davenport, Bay, Bloor and Avenue Road). This is one of the few areas in Yorkville offering moderately priced housing. Commercial zoning is limited to Scollard and the southern end of Hazelton to protect the residential area and to provide for the expansion of Yorkville Village.

A rear service lane behind Avenue Road would reduce the number of access points on the street. It could have access from Webster and an exit to Avenue Road at one point only. Approaches to existing parking lots would be limited to this lane. In order to discourage through traffic on Cumberland, a left turn should be permitted from Avenue Road southbound to Davenport.

A series of walkways should connect Bloor to Yorkville Village. Suitable locations are the subway lands behind the Lothian Mews and a large site east of the Canadian Industries Ltd. building. A pedestrian link should also be opened between Yorkville and Scollard.

City Council has given approval for a parking garage on the south side of Cumberland, north of the Mews. Provision has been made for a walkway and, in the future, for shops on the Cumberland frontage. Shops should be provided in a handsomely designed building, and both should complement the Village.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
West side of Bay (Scollard to Yorkville)	R.4A Z.3 C.1 V.3	C.1 L.3 Z.5
West side of Bay between Yorkville and service lane at rear of Bloor	C.1 V.3	C.1 L.5 Z.5
Yorkville, southern portion of Hazelton, and north side of Cumberland	C.1 S L.3 Z.3	C.1 S L.2 Z.3
North of Cumberland	C.1 V.1	C.1 S L.2 Z.3
Bloor	C.1 V.4	C.1 L.9 Z.5 plus bonus
Davenport (Avenue Road to Hazelton)	R.4 Z.3	C.1 L.3 Z.5
South-east corner of Avenue Road and Cumberland	C.1 S L.3 Z.3	G



SUB-AREA No. 6 (bounded by Bloor, Bay, Wellesley, Yonge, College and Queen's Park Crescent). Institutions are a major feature here. The campuses of Victoria and St. Michael's Colleges offer a contrast to the commercial activity on Bay. Although neither college expects any drastic increase in enrollment, there will probably be minor expansion in the St. Thomas-Charles area.

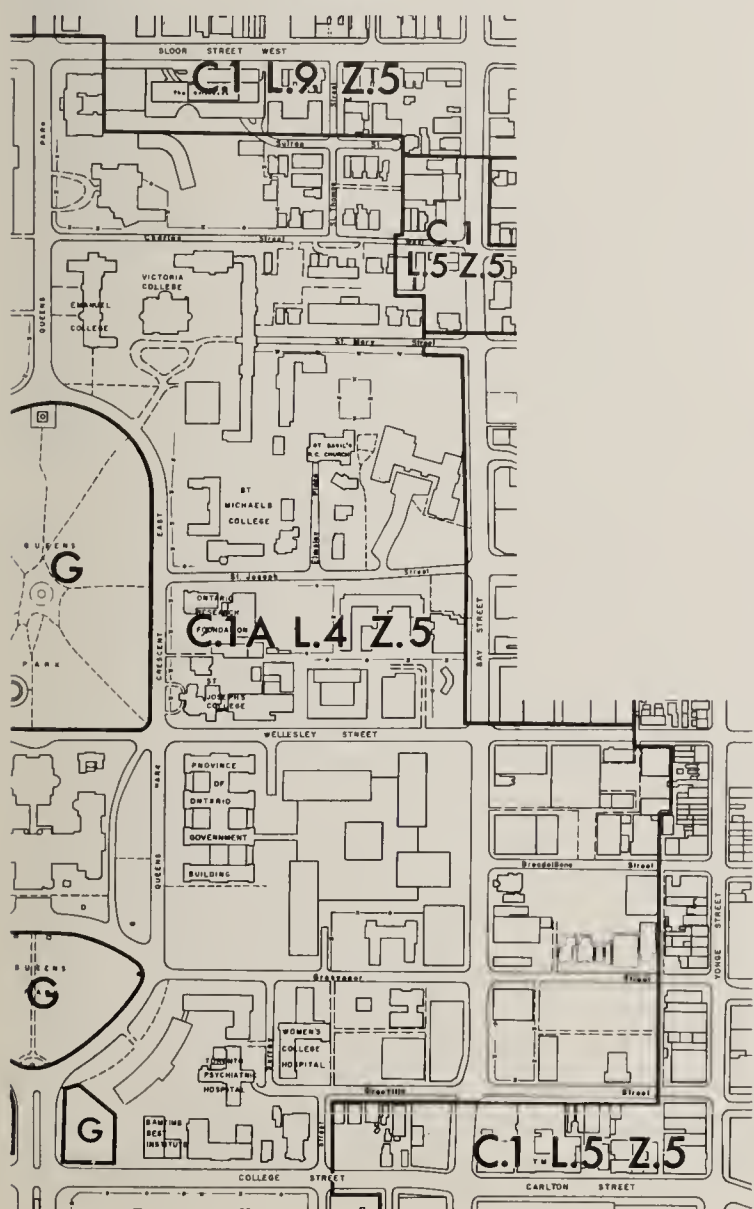
The Provincial Government buildings are located south of the college, with a new complex presently being constructed west of Bay. Further construction will likely take place in the three blocks south of Wellesley, east of Bay.

Part of the University Avenue medical concentration lies north of College. New facilities are now being added to Women's College Hospital and no further additions are expected within the planning period.

A design committee with representatives of the Province, the University, the medical facilities and the City should be established to co-ordinate future development.

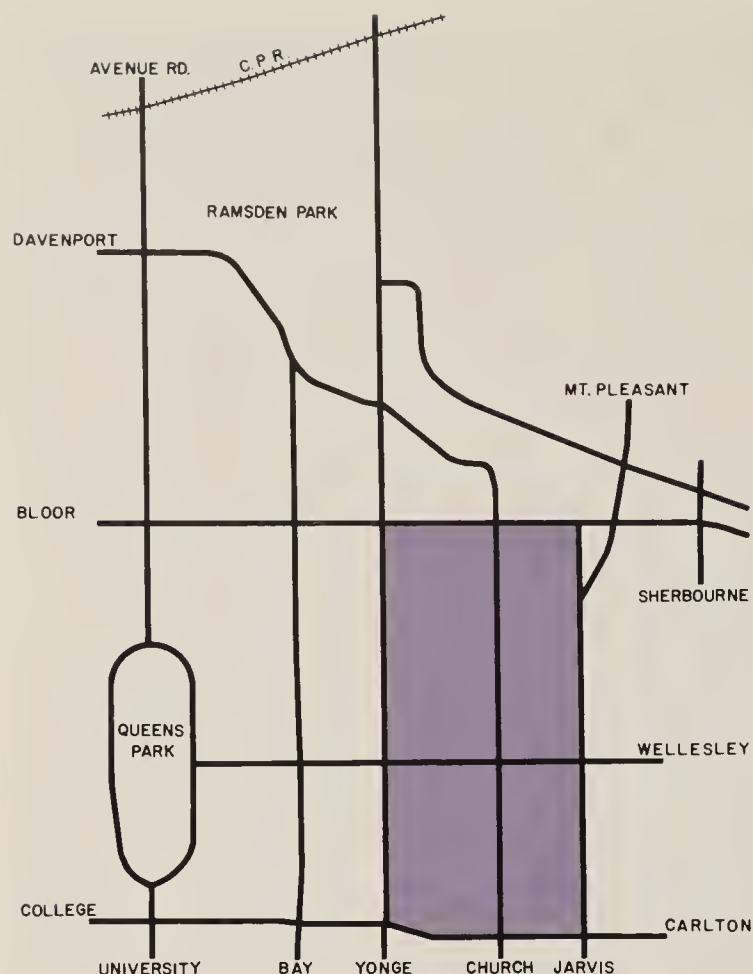
It is proposed to reduce the densities on Bloor, Bay, Yonge and College. On Bloor the most suitable type of redevelopment would be high quality retail shops on the ground floor with prestige offices above. The provision of arcades and improvements in landscaping, such as the removal of overhead wires and suitable planting, would do much to enhance Toronto's most fashionable shopping street.

PROPOSED ZONING

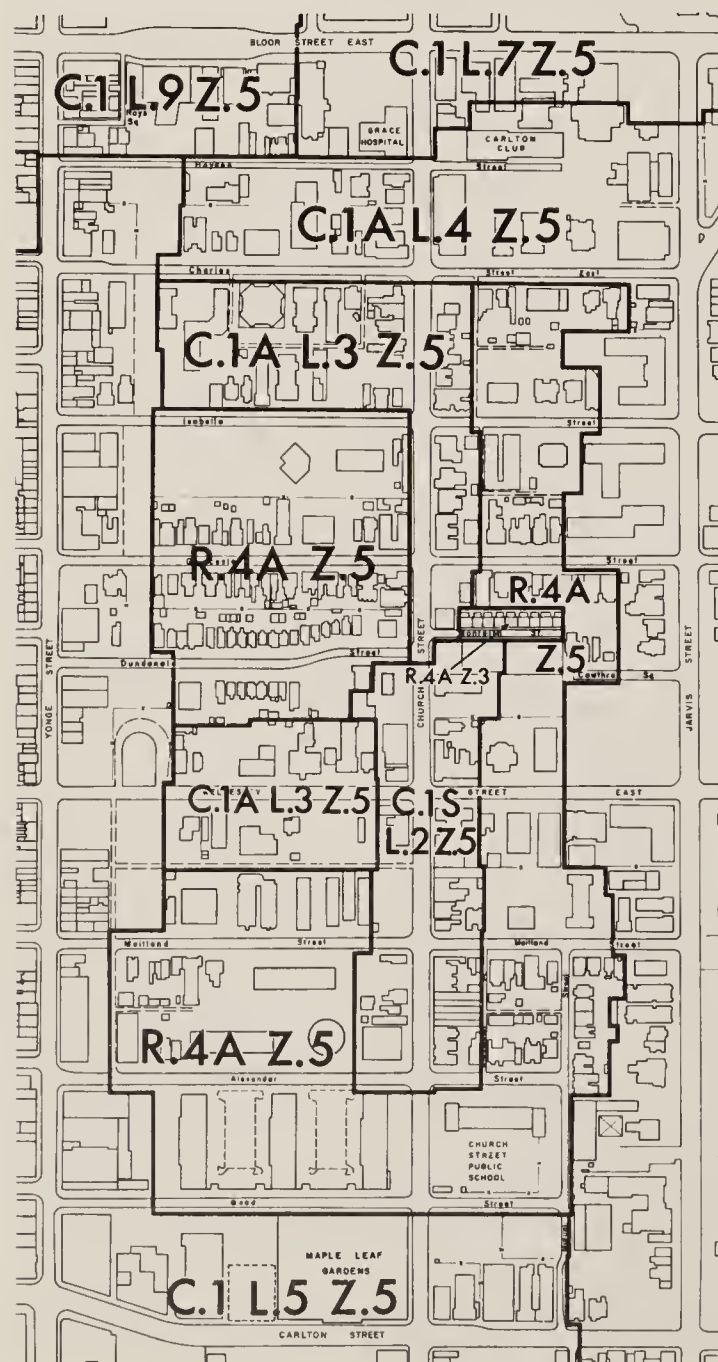


Zoning Changes

Location	From	To
University, Government and hospital-medical properties	R.4A Z.5 R.4 Z.5 C.1A L.2 Z.5 C.1 V.3 C.1 V.4 C.2 V.3	C.1A L.4 Z.5
West side of Bay, north of St. Mary	C.1 V.4	C.1 L.5 Z.5
South side of Bloor, west of Bay	C.1 V.4 R.4A Z.5	C.1 L.9 Z.5 plus bonus
Open space at College-Queen's Park Crescent	R.4 Z.5	G
Areas between College and Grenville	C.1 V.3 C.1 V.4	C.1 L.5 Z.5
West side of Yonge	C.1 V.3	C.1 L.5 Z.5 plus bonus



PROPOSED ZONING



SUB-AREA No. 7 (bounded by Bloor East, Jarvis, Carlton and Yonge). This area contains the largest section zoned for apartments in the Yorkville District. Because of the absence of parks, apartment developers should be encouraged to include recreational facilities in their buildings. In addition, small parks equipped for active recreation are needed.

To meet the needs of the increased population, local shopping facilities will probably grow. The zoning on Church from Alexander to Wellesley should be changed to permit some retail expansion.

A row of family homes on Monteith has been completely renovated, extending its life span considerably. This street should be rezoned to protect the low density form of development while permitting some professional office uses.

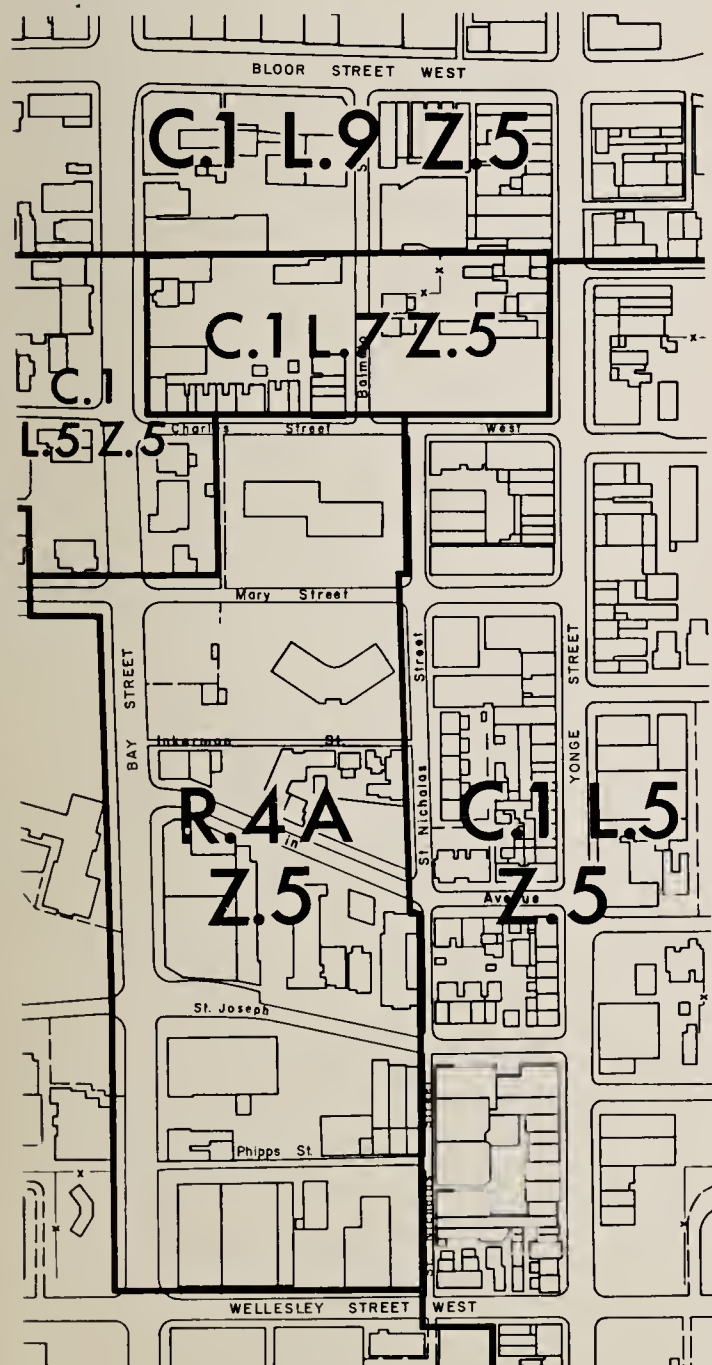
A number of small institutions are scattered throughout the area. Some are already undertaking expansion programs while others are considering similar action. Little change is anticipated along the frontages of Yonge and Bloor Street East.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
Church — from Wellesley to Alexander	C.1A L.3 Z.5	C.1S L.2 Z.5
Monteith	R.4 Z.5	R.4A Z.3
Bloor East	C.1 V.4 C.1 V.3	C.1 L.9 Z.5 plus bonus
Further east on Bloor	C.1 V.4	C.1 L.7 Z.5
Yonge	C.1 V.3	C.1 L.5 Z.5 plus bonus
Carlton	C.1 V.4 R.4 Z.5	C.1 L.5 Z.5
North-west corner of Jarvis and Carlton	C.1 V.4	C.1A L.4 Z.5
Area between Wood and Alexander, and the interior section between Church and Jarvis	R.4 Z.5	R.4A Z.5 plus Downtown residential bonus



PROPOSED ZONING



SUB-AREA No. 8 (bounded by Bloor, Yonge, Wellesley and Bay). A sizable amount of high density private redevelopment is expected in this area, with a student housing complex scheduled between Charles and St. Mary. The block bounded by Bloor, Balmuto, Charles and Bay will likely become quality retail shopping on the Bloor frontage, with offices on the upper floors. Apartment-hotels and apartments further south on the block would contribute to the vitality of the area after normal business hours. A main entrance close to the Bay and Bloor intersection could lead to interior shopping courts and walkways to Yonge-Charles. The proposed density of 9 could be raised to a maximum of 12 as a bonus for providing shopping arcades and setbacks along Bloor.

Because of the multiplicity of ownership and the narrow depth of the lots, the commercial strip along Yonge is unlikely to have any significantly large redevelopment. It is therefore important that merchants and owners in this area be encouraged to undertake a coordinated rehabilitation program.

A large assembly between St. Joseph and Wellesley west of Yonge would be suitable for apartment-hotels, apartments or offices with retail outlets on the main floor. Since this site is near the busy intersection of Wellesley and Yonge, service access should be from side streets.

Zoning Changes

<i>Location</i>	<i>From</i>	<i>To</i>
Bloor frontage between Bay and Yonge	C.1 V.4 C.1 V.3	C.1 L.9 Z.5 plus bonus
Area north of Charles between Bay and Yonge	C.1 V.4 C.1 V.3 other designations	C.1 L.7 Z.5 plus bonus
Area between St. Mary and Charles, west of St. Nicholas	R.2 Z.2	R.4A Z.5 *
Yonge	C.1 V.3	C.1 L.5 Z.3 plus bonus
Bay	C.1 V.4	R.4A Z.5 * C.1 L.5 Z.5
Area between Bay and Yonge from St. Joseph to Wellesley	C.2 V.3	R.4A Z.5 *

* plus Downtown residential bonus

